



FRESNO YOSEMITE INTERNATIONAL

AIRPORT AND ENVIRONS PLAN

FRESNO YOSEMITE INTERNATIONAL AIRPORT

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FRESNO YOSEMITE INTERNATIONAL AIRPORT

AIRPORT AND ENVIRONS PLAN

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Environmental Assessments No. EA-91-048 & No. A-97-09,
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Adopting City of Fresno Ordinances No. 92-77 & No. 97-30.

SECTION A

INTRODUCTION, PURPOSE AND ORGANIZATION

INTRODUCTION, PURPOSE AND ORGANIZATION

1. INTRODUCTION

a. The Airport

The Fresno Yosemite International Airport, formerly known as Fresno Air Terminal (renamed on October 3, 1996), is the largest and busiest commercial service airport in California's Central Valley. The Airport is owned and operated by the City of Fresno and occupies about 2,300 acres of land located approximately five miles northeast of downtown Fresno.

The principal runway (11L-29R) is 9,222 feet long and 150 feet wide. A parallel general aviation runway (11R-29L) is 7,206 feet long and 100 feet wide. The elevation of the Airport is 333 feet above mean sea level.

The Airport is used by air carriers, commuter passenger airlines, air cargo operators and general aviation. The military is also a major user of the Airport. The California Air National Guard facility occupies a 58-acre area adjacent to McKinley Avenue in the southeast portion of the Airport. A helicopter repair and maintenance unit of the Army National Guard, a unit of the U. S. Marine Corps Reserve, the Fresno Air Attack Base comprised of aerial firefighting units of the U. S. Forest Service and California Division of Forestry, the West Air (United Express) headquarters and maintenance facilities, and a number of corporate aviation businesses occupy facilities north of the runways.

About 250 general aviation aircraft are based at Fresno Yosemite International Airport. Three fixed base operators (FBOs) offer a wide range of services including fueling, aircraft maintenance, repair and storage, charter services, flight instruction, aircraft mechanic school, advertising, surveying, air taxi, patrol, rentals and sales.

b. *The Fresno Yosemite International Airport and Environs Plan*

This plan is an update of the 1992 *Fresno Air Terminal Airport and Environs Plan*. The update incorporates the 1997 *Terminal Master Plan Update*, the 1993 *Stormwater Pollution Prevention Plan*, and updated

elements of the following plans:

- The 1984 *General Plan* (GP);
- *General Plan Amendments Nos. 2 and 4* (GPA-2 and GPA-4);
- The 1988/1994 *Fresno Air Terminal Redevelopment Area (FATRA) Plan*;
- The 1995 *Airport Master Landscaping Plan*;
- The 1995 *Airport Master Drainage Plan*
- The 1997 Fresno Yosemite International Airport - *Terminal Area Master Plan Update*;
- The 1997 FAA Approved *Airport Layout Plan* (FAT);

Prior to the creation of the *Fresno Air Terminal Airport and Environs Plan* in September, 1992, there were several documents in existence related to airport and environs planning: the 1973 *Fresno Air Terminal Master Plan*, which addresses planning for the Airport itself; the 1987 *Fresno Air Terminal Environs Specific Plan*, which addresses land use around the Airport; and the 1988 *FAR Part 150 Airport Noise Compatibility Program*, which deals with noise compatibility between the Airport and surrounding noise sensitive land uses. Accordingly, the *Fresno Air Terminal Airport and Environs Plan*, dated September 1992, was based upon the following documents:

- *Fresno Air Terminal Environs Specific Plan* (January, 1987): This plan regulates land uses in the vicinity of the Airport that are located within the 65 CNEL noise contour of the Airport and/or within the designated approach protection zones. The primary goal of the plan is to prevent incompatible land uses from being established in the Airport environs. This not only prevents the creation of new noise and safety problems in the Airport environs, but also enhances the continued viability of the Airport. The plan was adopted by the City Council in January, 1987, and approved by the Federal Aviation Administration in 1988.
- *FAR Part 150 Airport Noise Compatibility Program* (October, 1988): This is a mostly federally funded program intended to achieve noise compatibility between the Airport and surrounding noise sensitive land uses. It involves a number of on-airport operational measures and off-airport land use measures aimed at achieving noise compatibility.
- *Interim Master Plan Technical Report* (April, 1989): This document, consisting of a Summary Report and a Technical Report, was prepared for the City of Fresno Department of

Airports by KMPG Peat Marwick. It was intended to provide information for use in updating the 1973 *Fresno Air Terminal Master Plan*, which was adopted as part of the City's General Plan.

This *Fresno Yosemite International Airport and Environs Plan* is an amendment to the 1992 *Fresno Air Terminal Airport and Environs Plan*, a refinement of the 1984 *Fresno General Plan* and replaces, updates and supersedes the 1973 *Fresno Air Terminal Master Plan* and the 1987 *Fresno Air Terminal Environs Area Specific Plan*. The *FAR Part 150 Airport Noise Compatibility Program* is not replaced or superseded by this *Fresno Yosemite International Airport and Environs Plan*. The description of the Noise Compatibility Program is included for informational purposes only.

The reader should also be aware of the *Fresno Air Terminal Redevelopment Plan*, adopted in 1988. This plan covers a 102-acre area located west of Clovis Avenue and south of Shields Avenue. The purpose of the plan is to alleviate the blighted conditions in the project area through the eventual conversion of the project area into a high quality aviation-related business park. References to the plan and the plan map (Figure E-3) are included, as appropriate, in Sections B and C of this document. The *Fresno Air Terminal Redevelopment Plan* is not replaced or superseded by this *Fresno Yosemite International Airport and Environs Plan*.

2. PURPOSE

The Fresno Yosemite International Airport is very important to the economy of the Fresno area and provides essential transportation services to a six-county region in the San Joaquin Valley. As rapid growth occurs in the Fresno area and nearby counties, the Airport will also need to grow, while at the same time maintaining a compatible relationship with surrounding development. Accordingly, the purpose of this *Fresno Yosemite International Airport and Environs Plan* is to:

- Guide the orderly development of the Airport property and facilities in order to allow the Airport to fulfill its primary role as the major commercial airport serving Fresno and the San Joaquin Valley.
- Regulate new land uses on the Airport property and in the Airport environs to ensure compatibility of land uses and to prevent potential problems related to aircraft noise and safety.
- Consolidate and update all of the documents related to programs

pertaining to airport compatibility and land use planning on and in the vicinity of the Fresno Yosemite International Airport.

3. ORGANIZATION

This Section A presents the introduction, purpose, and organization of the *Fresno Yosemite International Airport and Environs Plan*.

Section B of this document, entitled "Fresno Yosemite International Airport Environs Plan", sets forth the criteria which the City of Fresno will use in evaluating plan amendments and development entitlements proposed in the vicinity of the Fresno Yosemite International Airport.

Section C, entitled "Fresno Yosemite International Airport Master Plan", is intended to guide the use and development of land within the Airport property boundary in order to accommodate the short-term and long-term aviation demand of the region served by the Airport.

Section D presents a summary of the *FAR Part 150 Airport Noise Compatibility Program for Fresno Yosemite International Airport* and its relationship to airport and environs planning and development.

Section E includes all tables and maps referred to in the text of this document.

SECTION B

**FRESNO YOSEMITE INTERNATIONAL
AIRPORT ENVIRONS PLAN**

FRESNO YOSEMITE INTERNATIONAL AIRPORT ENVIRONS PLAN

1. INTRODUCTION

This section of the *Fresno Yosemite International Airport and Environs Plan* is referred to as the Fresno Yosemite International Airport Environs Plan and sets forth the criteria which the City of Fresno will use in evaluating plan amendments and development entitlements proposed in the vicinity of the Fresno Yosemite International Airport. The policies and requirements of the Fresno Yosemite International Airport Environs Plan apply to all land within the Airport Review Area. The Airport Review Area contains all land within the 65 or greater CNEL contours and/or within Approach Protection Zones I through IV as shown on the Fresno Yosemite International Airport Environs Plan Map (Figure E-1).

Additionally, this section is intended to give public agencies and the general public an overview of the nature and extent of the City of Fresno's involvement in Airport land use planning, the City's relationship with the Fresno County Airport Land Use Commission and the City's obligation to comply with certain Federal requirements relative to the property known as Fresno Yosemite International Airport.

The Fresno Yosemite International Airport Environs Plan was derived from the former *Fresno Air Terminal Environs Area Specific Plan*, originally adopted by the City in 1980 and substantially revised in 1987. The 1987 version was based upon the *Airport Land Use Commission Fresno Air Terminal Land Use Policy Plan* (ALUC Plan) adopted by the ALUC in 1986. The City's 1987 Specific Plan incorporated most of the form and substance of the ALUC Plan but also established new noise contours and reconciled the land uses shown on the Specific Plan map with the 1984 *Fresno General Plan*.

Following the subsection below delineating the purpose of the Fresno Yosemite International Airport Environs Plan are specific policies and requirements dealing with noise compatibility, airspace protection, safety, aviation easements, buyer notification and plan consistency. A separate informational subsection on the role and function of the ALUC is also included.

2. PURPOSE

The purpose of the Fresno Yosemite International Airport Environs Plan is to (1) minimize the exposure of the public to high noise levels and safety hazards

through land use controls and policies for property in the vicinity of the Fresno Yosemite International Airport, and (2) to limit urban encroachment around the Fresno Yosemite International Airport in order to allow for its continued viability. Threats to the continuation of flight operations, or to the lives, property, health, and welfare of persons on the ground shall be considered legitimate interests of the Fresno Yosemite International Airport Environs Plan.

3. POLICIES

a. Noise

- (1) Airport/land use noise compatibility shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21, Subchapter 6, of the California Code of Regulations (noise standards). Wherever used in this plan, the term CNEL shall be assumed to be an annual average.
- (2) The maximum noise exposure which shall be considered normally acceptable for residential areas is 65 db CNEL. The residential area criterion establishes the baseline from which noise compatibility for other land uses shall be evaluated.
- (3) The relative acceptability or unacceptability of particular land uses with respect to the noise levels to which they would be exposed is indicated in the "Airport/Land Use Noise Compatibility Criteria" matrix, Table E-1. These criteria shall be the principal determinants of whether a proposed land use is compatible with the noise impact from the Airport. Special circumstances which would affect the specific proposal's noise sensitivity (e. g., the extent or lack of outdoor activity) also shall be taken into account.
- (4) An acoustical analysis shall be required prior to the approval of a special permit (site plan or conditional use permit) for any new residential use, transient lodging, school, library, hospital, nursing home, day nursery, church, auditorium or a concert hall located within a 65 or greater CNEL contour. For single family residential proposals, an acoustical analysis shall be required as a condition of subdivision map approval, said analysis to be submitted prior to the issuance of building permits. The acoustical analysis shall be completed in a manner consistent with Title 24 of the California Code of Regulations. A special permit for the uses listed above shall not be approved unless the acoustical analysis demonstrates that interior noise levels attributable to exterior sources does not exceed 45 db CNEL in any habitable room. In quantifying aircraft

noise exposure of the project site, the acoustical analysis shall include consideration of engine run up noise where applicable. A single report may suffice for all similar proposals within the same CNEL contour.

- (5) New residential development and new schools shall be prohibited within the adopted 65 CNEL contour of the Fresno Yosemite International Airport unless the Council of the City of Fresno makes specific findings that there is no feasible alternative to such development of the subject property and provided that the following conditions are met:
 - (a) The record property owner grants an avigation easement to the City.
 - (b) The record property owner executes an agreement in favor of the City, in a form approved by the City Attorney, whereby the property owner shall indemnify, hold harmless and defend the City and every officer and employee thereof from any and all loss, liability, damages, costs, suits or claims arising out of the location of the development within the 65 CNEL contour.
 - (c) New residential structures shall incorporate noise insulation in compliance with Title 24 of the California Code of Regulations such that interior noise levels are reduced to no more than 45 db CNEL.
- (6) Within the 70 CNEL contour, new or redeveloped schools, hospitals, nursing homes, libraries, day nurseries, churches, auditoriums, and amphitheaters shall be prohibited. New residential uses (excluding transient lodging) shall be prohibited, except as provided for in Policy No. (7), below.
- (7) Existing residential uses lying within the 70 CNEL contour, that conform to the land use designations of this plan, may be remodeled in such a way that does not increase the floor space of the residence, or rebuilt if destroyed by fire, explosion or other catastrophic means, if the Council of the City of Fresno makes specific findings that there is no feasible alternative to such development of the subject property, and subject to the conditions of Policy No. 5, above, referencing the 70 CNEL contour in the place of the 65 CNEL contour. A use is considered to be destroyed if the cost of reconstruction, repairing or rebuilding

would exceed fifty percent of the reasonable replacement value of the building immediately prior to the destruction.

- (8) If a noise analysis, including noise monitoring, indicates that project noise exposure may be higher or lower than indicated by the Environs Plan Map (Figure E-1) due to site-specific conditions or changes in Airport/aircraft operations, the noise exposure used for project evaluation may be adjusted at the discretion of the Council of the City of Fresno.

b. Airspace Protection

- (1) No structure, tree, or other object shall be permitted to exceed the height limits established in accordance with Part 77, Subpart C, of the Federal Aviation Regulations (FAR). This criterion applies unless, in the case of a proposed object or growing tree, one or more of the following conditions exist:
 - (a) The object would be substantially shielded by existing permanent structures or terrain in a manner such that it clearly would not affect the safety of air navigation;
 - (b) The FAA has conducted an aeronautical study and either determined that the object would not result in a hazard to air navigation or made recommendations for the object's proper marking and lighting as an obstruction;
 - (c) The object is otherwise exempted from the requirements of FAR Part 77.

In the case of an existing object, this criterion also applies unless the object exceeded the prescribed height limits prior to February 20, 1987, in which case marking and lighting may still be required.

- (2) No object shall be permitted to be erected which because of height or other factors would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure.
- (3) The FAR Part 77 surfaces depicted on the ALUC Land Use Policy Plan Map (Figure E-2) shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.

c. Safety

- (1) Land uses or land use characteristics which may affect safe air navigation or which, because of their nature and proximity to an Airport, may be incompatible with the Airport shall be avoided in the vicinity of the Fresno Yosemite International Airport.
- (2) The criteria which shall be used to evaluate whether a land use is acceptable with respect to its Airport proximity are set forth in Table E-2, entitled Airport/Land Use Safety Compatibility Criteria. The indicated Approach Protection Zones (APZs) shall be used in conjunction with the Environs Plan Map (Figure E-1).
 - (a) NOTE: Within APZs III and IV, the following shall apply:
 - Existing development that conforms to existing zoning regulations in effect prior to February 20, 1987 may be rebuilt in the event it is destroyed by fire or Act of God.
 - Development of vacant property or redevelopment of property in accordance with the zoning regulations in effect prior to February 20, 1987 shall not be prohibited on the basis of the restrictions set forth in Table E-2. This provision shall not apply to conditional use permits for schools, hospitals, nursing homes, churches, auditoriums, concert halls, amphitheaters or other uses that would result in a large concentration of people.
- (3) Land uses which attract concentrations of birds are a special concern adjacent to airports. In reviewing a project for safety compatibility, this possibility should be considered.
- (4) Sanitary landfills can attract birds and generate airborne debris, posing a threat to aircraft operations which cannot be satisfactorily mitigated by conventional operating procedures. Landfills should, therefore, not be permitted in proximity to the Fresno Yosemite International Airport.

d. Avigation Easement and Agreement

- (1) Except when overriding circumstances exist, a condition for

approval of any residential development proposal (i.e., zone change, subdivision map, conditional use permit, site plan review) within the Airport Review Area, as subsequently defined herein, shall be the dedication of an aviation easement to the City of Fresno. Aviation easements shall be required for all development proposals (commercial, industrial or residential) within the 65 CNEL contour. The aviation easement shall contain the following property rights:

- (a) Right-of-flight at any altitude above acquired easement surfaces.
- (b) Right to generate noise, vibrations, fumes, dust and fuel particle emissions.
- (c) Right-of-entry to remove, mark, or light any structures or growths above easement surfaces.
- (d) Right to prohibit creation of electrical interference, unusual light sources, and other hazards to aircraft flight.
- (e) Right to prevent erection or growth of all objects above acquired easement surfaces.

The easement surfaces acquired shall be based on Part 77 of the Federal Aviation Regulations except that no easement surface less than 35 feet above ground shall be acquired.

- (2) As a further condition for approval of residential development proposals within the Airport Review Area and all development proposals within the 65 CNEL contour, the Council of the City of Fresno shall, except where overriding circumstances exist, require the property owner(s) to record a covenant providing the following:

- (a) That it is understood by the owners and owners' successors in interest that the real property in question lies close to the Fresno Yosemite International Airport and that the operation of the Airport and the landing and take-off of aircraft may generate high noise levels which will affect the habitability and quiet enjoyment of the property.
- (b) That the owners covenant to accept and acknowledge the operation of the Fresno Yosemite International Airport.

- (3) The above easement, covenants, conditions and restrictions shall run with the land and shall be binding upon the present and subsequent owners of the property.

e. **Buyer Notification**

Buyer notification shall be accomplished by the use of real estate disclosure statements for property within the Airport Review Area. The disclosure statements shall notify the buyers of property located within the Airport Review Area of the proximity of the property to the Fresno Yosemite International Airport and that aircraft overflights may affect the habitability and quiet enjoyment of the property.

4. **FRESNO YOSEMITE INTERNATIONAL AIRPORT ENVIRONS PLAN
CONSISTENCY REQUIREMENTS**

- a. This Fresno Yosemite International Airport Environs Plan is a refinement of the 1984 *Fresno General Plan* and the *McLane, Hoover, Roosevelt and Bullard Community Plans*, and shall be the controlling land use document for all land deemed to be within the Airport Review Area with the following exceptions:

- (1) Land use within the boundaries of the Fresno Yosemite International Airport shall be governed by the land use designations depicted on the Airport Land Use Plan (Figure E-5) and described in Section C of this document. For purposes of zoning consistency, the M-1, M-1-P and C-M zone districts are considered to be consistent with any of the land use designations of the Airport Land Use Plan, except for the buffer and airfield designations for which the consistent zoning shall be O, and except when the uses allowed by the zone districts conflict with existing covenants and/or lease agreements. The policies of this Fresno Yosemite International Airport Environs Plan pertaining to noise, safety, airspace protection, aviation easements and agreement and buyer notification shall be applicable to land within the boundaries of the Fresno Yosemite International Airport.
- (2) The 102-acre area within the *Fresno Air Terminal Redevelopment Plan*, as depicted in Figure E-3, shall be governed by the land use designations and policies of the *Fresno Air Terminal Redevelopment Plan*.

- b. The Airport Review Area is defined as follows: all land within the 60 or

greater CNEL contours and/or within Approach Protection Zones I through IV as shown on the Fresno Yosemite International Airport Environs Plan Map. The Fresno Yosemite International Airport Environs Plan Map is attached as Figure E-1 and incorporated herein.

- c. All rezoning applications, conditional use permits, site plan reviews, variances, subdivision maps and parcel maps for property within the Airport Review Area must conform to the policies of this plan.
- d. All rezoning applications, conditional use permits, site plan reviews, variances, subdivision maps and parcel maps within the Airport Review Area shall be consistent with land use designations shown on the Fresno Yosemite International Airport Environs Plan Map and with the Planned Land Use Consistency Table (Table E-3) except as noted under 4a(1) and 4a(2), above. Consistency with such land use designations shall not be required, however, for conditional use permit or variance applications on property zoned prior to February 20, 1987.
- e. The following projects, if located within the Airport Review Area, shall be referred to the Airport Land Use Commission for review: the adoption or amendment of general, community and specific plans, Airport master plans, rezoning applications, zoning ordinance text amendments, and building regulations. (ALUC review does not apply to conditional use permits, variances, subdivision or parcel maps).
- f. If a parcel of land is partially within the Airport Review Area, the entire parcel is considered to be subject to the land use consistency requirements of this plan.
- g. In the event that it cannot be precisely determined from the Fresno Yosemite International Airport Environs Plan Map whether a parcel of land is within the Airport Review Area, the determination in this regard shall be made by the Director of the Development Department. The Director's determination shall be final.

5. FRESNO COUNTY AIRPORT LAND USE COMMISSION

a. Introduction

This subsection is informational in nature and sets forth the purpose and function of the Airport Land Use Commission and its relationship with other public agencies.

In brief, the ALUC functions primarily in a review capacity. The following proposals, if located within the Airport Review Area, must be reviewed by the ALUC prior to final action being taken by the City Council: plan amendments, rezoning applications, zoning ordinance text amendments, Airport master plans and building regulations. If the ALUC finds a proposal to be inconsistent with its plan, the Council may overrule the ALUC by a two-thirds vote if specific findings pursuant to Section 21670 of the Public Utilities Code can be made.

The Fresno County Airport Land Use Commission (ALUC or Commission) was established by the Fresno County Board of Supervisors as directed by Section 21670 of the California Public Utilities Code. (All sections mentioned are found in the California Public Utilities Code unless otherwise specified.)

In requiring counties to establish local ALUCs, the Legislature expressed its intent in Section 21670, saying

"It is in the public interest to provide for the orderly development of each public use Airport in the state and the area surrounding these airports so as to promote the overall goals and objectives of the California Airport Noise Standards adopted pursuant to Public Utilities Code Section 21669, and prevent the creation of new noise and safety problems. It is the purpose of this article to protect public health, safety, and welfare by insuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. In order to achieve the purposes of this article, every county in which there is located an Airport which is served by a scheduled airline shall establish an Airport land use commission..."

b. ALUC Membership

Under code section 21670, first enacted in 1967, the Commission consists of seven (7) members selected from the following categories:

- (1) Two, representing the cities within the County, appointed by the City Selection Committee comprised of the mayors of all of the cities within the County, except that if there are any cities contiguous or adjacent to an Airport served by a scheduled airline or which is operated for the benefit of the general public, at least one representative shall be appointed therefrom;

- (2) Two, representing the County, appointed by the Board of Supervisors;
- (3) Two, having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within the County;
- (4) One, representing the general public, appointed by the other six members of the Commission.

Public officers, whether elected or appointed, may be appointed to serve on the Commission and shall serve as members during their terms of public office. Each member is to appoint a single proxy to represent him or her in Commission affairs and to vote on all matters when the member is not in attendance. Members serve staggered, four-year terms of office, with all terms of office ending the first Monday in May of the respective years, except that members may continue to serve until their successors are appointed.

c. ALUC Powers and Duties

Under Section 21674, the Commission has the following specific powers and duties:

- (1) To assist local agencies in ensuring compatible land use in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of said airports is not already devoted to incompatible uses;
- (2) To coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare;
- (3) To prepare and adopt Airport land use plans pursuant to Section 21675;
- (4) To review the plans, regulations, and other actions of local agencies and Airport operators pursuant to Section 21676;
- (5) The powers of the Commission shall in no way be construed to give the Commission jurisdiction over the operation of any Airport;
- (6) In order to carry out its responsibilities, the Commission may

adopt rules and regulations consistent with this article.

Of these powers and duties, the adoption of land use plans and the review of local agency plans and other proposed actions are the most important. These activities are described in more detail in the following sections.

d. ALUC Land Use Plans

With respect to the preparation and adoption of Airport land use plans pursuant to Section 21675, that Section provides that the Commission shall formulate a comprehensive land use plan that will provide for the orderly growth of each public Airport and the area surrounding the Airport and will safeguard the general welfare of the inhabitants within the vicinity of the Airport and the public in general. The Commission plan shall include and be based on a long-range master plan or an Airport layout plan, as determined by the Aeronautics Program of the California Department of Transportation, that reflects the anticipated growth of the Airport during at least the next 20 years. In formulating a land use plan, the Commission may develop height restrictions on buildings, specify use of land, and determine building standards, including sound-proofing adjacent to airports, within the planning area. The comprehensive land use plan shall not be amended more than once in any calendar year.

Section 21675 goes on to provide that the Commission may include within its plan the area surrounding any federal military Airport but that the Commission has no jurisdiction or authority over the territory or the operations of any military Airport.

The Commission is required to submit to the Division of Aeronautics, one copy of the plan and each amendment to the plan.

e. ALUC Plan Proposal and Review

The functions of the Commission in reviewing the plans, regulations and other actions of local public agencies and Airport operators are defined in Section 21676. These functions are three-fold:

- (1) To review the general plan of each local agency for consistency with the Commissions' Airport land use plan. If the local agency's plan or plans are inconsistent with the Commissions' plan, the local agency is notified and is required to hold another hearing to reconsider its plans. The local agency may overrule the Commission's determination of inconsistency, after such additional hearing, by a two-thirds vote of a quorum of its governing body if

it makes specific findings that the proposed plan is consistent with the purposes of the Act stated in Section 21670, i.e., that the public health, safety, and welfare is being protected by the orderly expansion of the Airport or by the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within the areas around public airports, to the extent such areas are not already devoted to incompatible uses.

- (2) Prior to the amendment of a general plan or specific plan or the adoption or approval of a zoning ordinance or building regulation applicable to the area covered by the ALUC land use plans, the local agency considering the amendment or adoption must first refer the proposed action to the Commission. The Commission shall determine whether the proposed action is consistent with the Commission's adopted land use plan and shall notify the local agency of its determination. After a public hearing, the local agency, by a two-thirds vote of a quorum of its governing body, may overrule the Commission's determination of inconsistency if the agency makes specific findings that the proposed action is consistent with the purposes of the article as outlined above;
- (3) Every public agency owning an Airport within the boundaries of the areas covered by adopted ALUC land use plans must refer proposed modifications of its Airport master plan to the Commission for the Commission's review. The Commission is to determine whether the proposed action is consistent with the ALUC's adopted land use plan for the particular Airport and to notify the referring agency of its determination. The public agency, after a public hearing, may overrule the Commission's determination of inconsistency by a two-thirds vote of a quorum of its governing body if it makes specific findings that the proposed action is consistent with the purposes of the article as outlined above.

The Commission's actions under items (2) and (3) must be taken within sixty days from the date the matter is referred to the Commission and failure to act within that time means the proposed action is deemed to be consistent with the Commission's adopted plan.

It should be noted that the Commission's review of pending land use proposals is limited to general plan and specific plan amendments, zoning ordinances (both "rezonings" and amendments to the Zoning Ordinance text) and to "building regulations". Such review does not include applications for conditional use permits or variances or subdivision or

parcel maps.

It should also be noted that the Commission's powers do not include the review of existing land uses in the vicinity of airports which may be incompatible with the Airport and any noise or safety hazards which the Airport produces.

6. FEDERAL REQUIREMENTS

The City of Fresno, California is an airport owner obligated to operate the Airport in a safe, efficient and non-discriminatory manner subject to certain Federal policies and procedures administered by the Federal Aviation Administration (FAA). The source of these obligations includes various agreements and statutes, including, but not limited to, the following:

- Grant agreements issued under various Federal grant programs
- Surplus airport property instruments of transfer
- Section 308(a) of the Federal Aviation Act of 1958 (exclusive rights)
- Title VI of the Civil Rights Act of 1964

The Airport's compliance obligations are set forth by Federal Order and are currently administered by the FAA pursuant to a handbook titled *Airport Compliance Requirements, Order 5190.6A*. This document outlines the procedures to be followed for the aeronautical and non-aeronautical use of Airport land, including such actions as the leasing, disposal, development, maintenance and operation thereof. Prior to entering into any arrangement for the use of Airport property, this Federal document, as well as this Fresno Yosemite International Airport Environs Plan, are reviewed for applicability and related compliance requirements.

SECTION C

**FRESNO YOSEMITE INTERNATIONAL
AIRPORT MASTER PLAN**

FRESNO YOSEMITE INTERNATIONAL AIRPORT MASTER PLAN

1. SUMMARY

a. Introduction

The previous Master Plan for Fresno Yosemite International Airport, then known as Fresno Air Terminal, was adopted in 1973. Since then, the Airline Deregulation Act of 1978, a national economic recession beginning in 1980 and subsequent economic growth, and the air traffic controllers' strike in 1981 have changed the patterns and levels of airline service nationwide and at the Airport. The number of passengers, number of destinations, daily departures, air mail and air cargo operations increased substantially. The period 1985 through 1990 saw a decrease in general aviation aircraft operations, while there continued to be an increased demand for corporate and air cargo general aviation facilities. Since 1990, general aviation has remained static, though the Airport has continued to see growth in the areas of commercial service, corporate aviation and air cargo activities.

This Terminal Area Master Plan Update covers the period from fiscal year (FY) 1996 through FY 2010 (the City's fiscal year ends June 30). The overall goal of the Plan is to efficiently accommodate the long-term aviation demand of the region served by the Airport, and, at the same time, the more immediate aviation facility needs. The major objectives of this Plan are, therefore, to (1) determine additional airfield improvements to be completed during the FY 1991-2010/1996-2010 planning period; (2) recommend terminal facilities and access plans to accommodate projected aviation demand; and (3) establish future development concepts for the land within the airport property boundary.

This Master Plan includes an inventory of existing facilities, an airport land use plan, an evaluation of airport requirements and development concepts, including aviation demand forecasts and an airport terminal area plan, and a staging plan for recommended improvements.

b. Recommendations

The following Terminal Area Master Plan Update recommendations will

ensure that the airport accommodates long-term aviation demand while meeting short-term facility requirements. The recommended improvements would be implemented through FY 2010; some long-range improvements would be implemented after FY 2010. These will be more specifically defined in future updates of the Master Plan.

- Over the long term, **widen Runway 11R-29L to 150 feet** to accommodate the continuous use of this runway by turbojet aircraft, the operational performance of which require a 150-foot wide runway. This required runway widening is likely to occur when the projected increases in passenger traffic necessitate the use of such type of aircraft.
- **Install a Category II Instrument Landing System (ILS)/Global Positioning System (GPS) on Runway 29R (ILS/GPS CAT II).** Together with the existing runway touchdown zone and centerline lighting, these systems would allow passenger aircraft to operate during restricted weather conditions.
- **Expand the passenger terminal complex** to accommodate a higher number aircraft parking positions, airlines operations areas, counter spaces, baggage handling rooms and passenger services facilities.
- Throughout the planning period, **vehicle parking facilities should be increased** on a demand driven basis from the approximately existing 1,390 spaces. The parking would be accommodated at grade, with public parking inside the terminal access roadway loop.
- As part of the implementation of the FAR Part 150 Airport Noise Compatibility Program, **install a Category I ILS on Runway 11L** to ensure a minimum noise footprint for aircraft approaching to land on this runway.
- **Relocate the existing joint use helistop** to an area north of the tower, adjacent to Taxiway A and M in order to accommodate based and transient civil and military helicopters while assuring a higher level of operational safety and the positive access control of persons in the air-carrier ramps restricted area, in accordance with airport security requirements.
- **Construct connecting taxiways** from Taxiway C, as needed, to

provide access to the future air cargo and corporate aviation area north of the airfield.

- **Construct a consolidated airport maintenance equipment storage facility** at an appropriate location.
- **Conduct a market analysis** to determine the highest and best aviation-related and nonaviation use development potential of the land north and south of Airways Boulevard and determine an overall development plan for that area.

c. **Planning Considerations**

(1) **Effects of Deregulation**

Since 1978, airline service and trends in airline traffic at Fresno Yosemite International Airport—as at many other airports—have been almost constantly changing. The primary factor affecting airline service has been the Airline Deregulation Act of 1978, which gave the airline industry the freedom to add or abandon service to individual cities and to raise and lower fares at will. Plans for future development of the airfield, passenger terminal complex, access roads, and parking at the Airport must provide the flexibility to accommodate fluctuations in demand.

(2) **Traffic Growth: Pacific Rim and Mexico**

The Pacific Rim area, the area along the Pacific coasts of North America, Asia—including Japan, Korea, China, Hong Kong, Taiwan, the Philippines and other southeast Asian countries, and Australia is becoming increasingly important in the world economy. The increasing economic strength of these areas and the attendant trade opportunities and growing intercontinental transportation needs have increased and will continue to increase air traffic on the U.S. west coast. As airports in the major urban areas of California become more and more congested, inland areas such as Fresno can be expected to gain an increasing share of air traffic related to Pacific Rim economic growth and development.

Additionally, it is anticipated that the agricultural, trade and tourist growth in Mexico, specifically the Guadalajara Valley, will result in trade expansion in the U.S. and should act to increase air traffic at the Fresno Yosemite International Airport as an overflow airport for the more congested coastal airports.

(3) Growth in Service Area of Airport

The Fresno Yosemite International Airport serves a six-county region in the Central Valley which includes Merced, Mariposa, Madera, Fresno, Kings and Tulare Counties. The population of these counties grew from 1,043,000 in 1980 to 1,362,000 in 1990. This equates to a 31 percent increase in population over the last decade. In the next 20 years, Fresno County is expected to increase in population by 80 percent from 667,490 in 1990 to over 1,200,000 in 2010. The other three counties within the Airport service area are expected to experience similar growth trends. The rapid growth in the service area of the Airport can be expected to result in a substantial increase in air traffic at the Airport.

2. **EXISTING FACILITIES**

Existing facilities at the Airport are shown in Figure E-4, the Airport Layout Plan.

a. **Airfield**

The existing airfield at the Airport consists of two active runways:

<u>Runway</u>	<u>Major Use</u>	<u>Length and Width (feet)</u>
11L-29R	Primary air carrier	9,222 x 150
11R-29L	Secondary	7,206 x 100

The runways are separated by a distance of 675 feet centerline to centerline. Runway 11R-29L, a visual use runway, has a structural bearing capacity of 65,000 pounds for dual wheel aircraft and 45,000 pounds for single wheel aircraft. It is designated for non-turbojet aircraft use.

The Category I Instrument Landing System (ILS CAT I) on runway 29R, enhanced by a runway centerline and touchdown zone lighting, provides for an instrument approach to a ceiling of not less than 200 feet above touchdown and with a visibility of not less than three-eighths mile (1,800 foot runway visual range).

b. **Passenger Terminal Complex**

The passenger terminal building opened in 1962. It is in good condition

and should be capable of being expanded. The concourse building, which was connected to the terminal building by a tunnel, was expanded to eight holdroom areas in 1978. Construction was completed in 1992 on an at-grade connector to eliminate the tunnel.

The Airport has nine large aircraft parking positions and two parking positions for small aircraft. The large parking positions can accommodate narrowbody jet aircraft such as the B-727, B-737 and BAe-146.

A one-way loop road provides access to the passenger terminal building and parking areas. Existing airport parking facilities include 1,242 public spaces and 133 employee spaces.

Air freight handled at the Airport is carried by both the passenger airlines and air freight operators. Most air mail is carried as airline belly cargo. Cargo forwarding services are performed at the Air Cargo Center, which presently consists of a six-bay building. With air cargo activities nearly doubling in 1996, this Cargo Center has become inadequate in size to accommodate the demand, and ramp space near P-3 hangar is being utilized as additional cargo ramp on an interim basis. In order to permanently accommodate the continued expansion, additional buildings and a new cargo ramp are planned for construction on the northside of the Airport south of Airways Blvd.

c. General Aviation

There are three fixed base operators (FBOs) serving the airport. The FBOs currently occupy about 55 acres northwest of the passenger terminal complex. In addition, the Department of Airports has designated about 10 acres as a future FBO area. Other general aviation tenants include two helicopter businesses, corporate aviation, the California Department of Forestry, the U.S. Forest Service, the California Highway Patrol and a regional airline corporate headquarters, maintenance base and training facilities.

d. Other Facilities

Other facilities on the airport include a joint use helistop, airport support, the California Air National Guard (CANG), the California Army National Guard, a detachment of U.S. Marines and nonaviation facilities such as buildings for public agencies, industrial and commercial uses, and recreational uses.

e. **Environmental Conditions**

Fresno Yosemite International Airport has undertaken a long term groundwater environmental investigation with the U.S. Army Corps of Engineers, National Guard Bureau, Boeing North American and State of California Environmental Protection Agency for the mitigation of Old Hammer Field. In February 1996, the U.S. Army Corps of Engineers contracted with ERM-West, Inc., an environmental consulting firm, to review information and prepare a report concerning previously identified potential waste sites associated with Hammer Field. They were also to identify those sites where further investigation and/or remediation would be required. Their report titled *Decision Document for 96 Potential Waste Sites, Old Hammer Field, Fresno, California*, was approved by the State of California on April 12, 1996.

3. **AIRPORT LAND USE PLAN**

This subsection describes the recommended Airport Land Use Plan (ALUP) for Fresno Yosemite International Airport, shown on Figure E-5. The ALUP is intended to accommodate the Airport facility requirements identified in subsection C-4 to follow, and to represent a guide for Airport property development through FY 2010. It also identifies possible developments beyond FY 2010 for which land should be reserved.

General adherence to the ALUP will permit the continuing orderly development of the Airport property. The specific improvements recommended will enable the Airport to continue to fulfill its role as the primary commercial Airport serving Fresno and the San Joaquin Valley and provide other Airport related facilities to meet anticipated demand.

The Airport Land Use Plan is presented in Figure E-5 and depicts the recommended uses of Airport land to meet aviation-related facility requirements through FY 2010. In addition, land is designated for appropriate nonaviation uses, such as commercial, industrial, recreational and other compatible land uses.

In accordance with the Department of Airport's established policy and objectives relative to land uses at the Fresno Yosemite International Airport, the need to provide for aviation and aviation-related uses is, to the maximum extent possible, first and foremost. Therefore, the development program and philosophy take into account the following considerations:

- Aviation and aviation-related uses take precedence over non-aviation land uses.

- All land with direct access to the Airport's runway/taxiway system is reserved for aviation uses.
- Property designated on the ALUP map (Figure E-5) for non-aviation uses may be developed for aviation or aviation-related uses, while property designated on the ALUP map for aviation or aviation-related uses may not be developed for non-aviation uses.

The land uses depicted in Figure E-5 are defined as follows:

- **Airfield:** Runway, taxiways (includes area marked for public-use heliport), aprons and land reserved for airspace protection purposes.
- **Passenger terminal complex:** Passenger terminal and concourse buildings, aircraft parking apron, automobile parking, terminal roadways, air freight and air mail facilities, and associated uses.
- **General aviation:** Facilities for fixed base operators and for the basing and servicing of aircraft owned and/or operated by individuals or organizations.
- **Reserved for aviation-related development:** Land reserved as having the potential for eventual development in aviation-related uses.
- **Airport support:** Facilities that provide a wide range of Airport-related services such as the FAA Air Traffic Control Services and facilities, Airport administration, Airport maintenance shops and equipment storage, Airport Security/Airport Rescue and Firefighting (ARFF), etc.
- **Military:** Facilities for the storage, maintenance, and repair of military equipment, military training, and other military operations.
- **Nonaviation uses:** Nonaviation-related commercial and industrial uses, facilities for public agencies, and recreational uses.
- **Buffer area:** Land reserved for flood control or land reserved for airspace protection purposes.

4. TERMINAL AREA MASTER PLAN UPDATE

a. Introduction

This study, "Terminal Area Master Plan Update," is intended to update

and revise the information contained in previous Master Plan and Master Plan Update studies. The passenger terminal area is defined as that area generally bounded by East Clinton Avenue to the south, East McKinley Avenue and the Air National Guard to the east, the airfield to the north, and North Ashley Avenue to the west. (Exhibit E-1)

b. Terminal Requirements

To provide the basis for design alternatives for the expansion of Fresno Yosemite International Airport a derivative forecast and a demand capacity analysis were prepared. These were intended to provide a current analysis of the service levels and space requirements of the existing terminal building and to project future requirements based on forecast data. However, current passenger demands may not entirely reflect the potential demands in the future. Therefore, development issues were considered which may potentially influence the space requirements of the terminal. These included: 1) second level passenger boarding of aircraft; 2) international carrier service and the required Federal Inspection Services facilities; 3) Airport administration offices located at the terminal building; 4) new domestic service provided by a lowcost carrier in a market proven by previous service. The combination of space requirements and development issues provided the basis for the alternatives for the expansion of the terminal facilities.

Based on the requirements of the development issues described above and projecting passenger growth similar to recent historical trends, the total terminal area requirements are expected to require an additional terminal area of approximately 113,500 square feet by the year 2000.

c. Selected Terminal Expansion Alternative (Exhibit E-2)

The selected terminal expansion alternative modifies the existing concourse by adding a two level facility to the end of the concourse. A portion of the existing concourse would be demolished. The concourse expansion would provide for an four second level passenger boarding aircraft positions. The south end of the existing concourse and the existing holdroom areas would serve commuter aircraft. The existing baggage claim facilities would also be expanded to provide more claim area and to enlarge the baggage claim devices. A summary of the design year 2000 expansion and subsequent expansions are as follows:

(1) 2000 Development (Exhibit E-3)

- (a) **New holdrooms, concessions and restrooms** are added on a second level of a new concourse that replaces a portion of the existing concourse. Holdrooms and loading bridges are provided for four Group III aircraft positions.
- (b) **Ground level area below new second level provides F.I.S. inspection area** and international baggage claim, additional operations offices, storage and mechanical rooms, as well as ground level gate access to commuter aircraft.
- (c) **Baggage claim is expanded** and existing baggage claim devices are enlarged to provide claim capability for larger aircraft.
- (d) **Existing ticketing area is renovated and new ticketing area is provided to the east.** Ticketing area now serving American Airlines/American Eagle is relocated to the expanded ticketing area.
- (e) **A new concession area and/or media center** is provided in the vacated American Airlines ticketing area.
- (f) **Baggage make-up is expanded** to the north of the existing baggage make-up facilities.

(2) 2005-2010 Development

- (a) **A new concourse to the east of the existing terminal building** provides additional second level holdrooms.
- (b) **Ticketing is expanded and a new baggage claim area is provided** between the existing terminal building and the new concourse.

(3) Long-term Future Development

- (a) **The new concourse is expanded to the north** providing additional gate positions.

d. Selected Landside Development Alternative (Exhibit E-4)

CALTRANS proposed highway 180 is planned to have an exit at Peach Avenue approximately 1/2 mile south of the Airport. Peach Avenue becomes Clinton Avenue at McKinley. The entry to the Airport from Clinton Avenue will be moved closer to the intersection of Clinton and McKinley which will allow for a "gateway" effect, but also a more easily identifiable entryway to the Airport with full landscaping. The selected roadway and parking alternative provides for up to 1,761 daily parking stalls, 491 hourly parking stalls and 251 employee parking stalls. The selected design would use the existing parking revenue collection booths and parking lot exit road. Two additional entrances into the public parking lots would be constructed near the east end of the developed area. The new entrances would provide two traveled lanes into both the daily public parking area and the hourly parking area. Circulation within the parking lot would be similar to the existing circulation. Vehicles exiting the hourly parking would travel south through gates and into the daily parking area to reach the revenue collection booths. The area east of the terminal building would be used for employee parking, metered parking and for curbside passenger loading and unloading. Parking within the employee lot would be controlled by permits displayed on the vehicles. Handicap parking stalls would be provided in the metered parking area. A bus turnout would be provided for city transit service on the entrance road east of the terminal building.

A passenger loading and unloading area would be provided for taxis, charter buses and courtesy vans in a turnout area south of the entrance road near the front entrance to the terminal building. The rental car parking would be west of the terminal building in the current location. Additional rental parking would be provided west of the existing Air Cargo Building.

e. Airside Development (Exhibit E-5)

The initial design year 2000 airfield improvements include the relocation of Taxiway "A" to the north, the construction of the remainder Portland Cement Concrete (PCC) hardstands and associated drainage and airfield marking improvements. The relocated Taxiway "A" alignment will traverse two existing unimproved infield areas which will be paved. A ramp drainage system design to collect storm water runoff from aircraft fuel areas is proposed around the hardstand areas. The collected runoff is processed through an oil water separator which enhances the water quality of the outfall prior to discharge to the storm drain system.

f. Terminal Development Costs

Cost estimates have been prepared in three categories: 1) terminal development costs, 2) landside development costs, and 3) airside development costs. Costs are provided for the initial (year 2000) terminal development.

Terminal	\$25,000,000
Landside	\$2,415,297
Airside	\$2,196,080
Sub-Total/Terminal Area Costs	\$29,611,377
Architecture & Engineering @ 18%	\$5,330,049
Total Costs	<u>\$34,941,426</u>

g. Financial Plan

The implementation of the \$34,941,426 passenger terminal facility improvements is to be financed through the issuance of revenue bonds and the imposition of passenger facility charges. Between 1996 and 2015, annual and cumulative net operating income (operating revenues less expenses) from the terminal facility will be sufficient to meet existing and future debt service and coverage requirements associated with the terminal improvements.

The financial analysis was based on a conservative approach that utilized lower passenger and associated activity levels than that for which the terminal facility is to be designed. Passenger growth on the order of 3.5% annually was utilized in the evaluation. Additionally, the analysis maintains the same unit lease and use rates in place in 1996 while operating expenses were increased at an annual rate of 3%. Although these assumptions add a measure of conservatism to the financial results, the outcome is decidedly positive but dependent on realizing the anticipated increases in passenger volumes in the future.

5. OTHER AIRPORT REQUIREMENTS

This subsection provides a brief summary of other facility requirements and development concepts for the Airport.

a. Air Cargo

Total air freight and mail tonnage is forecast to increase 81 percent by FY

2010. Additional air cargo facilities will be needed before FY 1998. To this end, the Airport's administrative staff is in the process of identifying an air cargo developer with sufficient experience to develop a 73 acre parcel between the existing U.S. Marine Base, the Army National Guard facility, Taxiway C and Airways Boulevard.

b. General Aviation

As shown in Figure E-5, the ALUP provides for FBO use of about 66 acres northwest of the passenger terminal complex. Five FBO facilities, owned by three FBO operators, currently occupy about 55 acres in this area. The number of based aircraft at the airport is forecast to remain stable at approximately 232.

c. Aviation-Related Development

A substantial amount of land area south of Airways Boulevard is designated for aviation-related development (see Figure E-5). The Federal Aviation Administration has scheduled the relocation of its Airport Surveillance Radar (ASR) unit currently located north of the runways and west of the U.S. Marine Corps Reserve Unit. Relocation of the ASR, which is expected to occur in 1997, would free additional land area (currently within the clearance area for the ASR) for aviation-related development. This would provide additional land for both aviation-related and nonaviation uses. In addition, 73 acres of land immediately south of Airways Boulevard is designated for future air cargo purposes.

It should be noted that the aviation-related development areas described above could be used for general aviation facilities if future demand should warrant such use. These areas have the potential to be provided with direct access to the runway/taxiway system, and, therefore, are essential to the airport as a "safety valve" for long-term aviation development.

d. Airport Support

Airport support facilities include the Government Agency Building (with offices for the Air Traffic Control Tower, General Aviation Terminal, Airways Facility Sector Field Office, and a snack bar), the Airport Security/Airport Rescue and Firefighting (ARFF) facility, Airport administrative offices, and maintenance/utility facilities.

The ARFF facility and Fresno Fire Station No. 10 are adequate to support demand for ARFF and general fire protection services. Maintenance

functions are presently located in a 3,840-square foot shop adjacent to the itinerant general aviation tiedown apron; and a one-acre equipment parking lot near the passenger terminal building. It is recommended that these functions be consolidated.

The support facilities, with the exception of the maintenance facilities, are adequate or can be expanded easily to accommodate forecast demand.

One to three acres of land should be reserved at a location to be selected for a consolidated airport maintenance equipment storage facility. The selected location should provide easy access to the airfield and the passenger terminal complex and make use of adjacent service roads.

e. Military

The California Air National Guard (CANG) has prepared an update to their master plan that identifies or confirms sites for proposed facilities within their leasehold areas. The CANG site size is adequate to accommodate its current mission as a fighter wing, flying primarily F-16 aircraft. Eventual expansion of the terminal building complex will preclude the military use of the 20 acre parcel on the west end of the CANG complex. The lease for this parcel expires in 2006. The long range CANG plan calls for the demolition of all of the improvements on this parcel. The Department of Airports should work with the CANG to ensure that their master plan is implemented in conformance with the Airport's master plan.

By 2014, the U.S. Marine Corps lease for the site on the north side of the runway will expire and the site will be available for aviation or aviation-related uses.

f. Nonaviation Uses

Most of the land designated for nonaviation uses is located northeast of Runway 11L-29R. The development concept for nonaviation uses in this area is largely tied to development of an industrial park.

A substantial amount of land along the north side of Airways Boulevard will be reserved for nonaviation development. This nonaviation development is intended to be light industrial and/or commercial development as allowed in the C-M, M-1-P or M-1 zone districts.

In addition to the land along the north side of Airways Boulevard there is substantial land shown for nonaviation or aviation-related uses bounded

by Clovis Avenue, Airways Boulevard, Walker Way and Aircorp Drive. In the area south of Westover Drive there are a number of existing buildings devoted to nonaviation uses. Many of the structures are in poor condition and are not feasible to repair. As such, the number of businesses operating within this area of the Airport has been steadily decreasing. Land in this area is considered as having redevelopment potential for nonaviation or aviation-related uses in accordance with the *Fresno Air Terminal Redevelopment Plan*, approved by the City Council in 1988. Therefor, the plans for this area within the next three years include the demolition of all existing buildings and the installation of new infrastructure to accommodate future growth.

The only other land designated for nonaviation uses is the partially developed Grove Industrial Park area bounded by Winery Avenue, Clinton Way and Anderson Avenue.

g. Financial Resources

The Airport operates as a residual - cost center based enterprise fund. It is a fully self supporting entity as shown in Table E-4. All capital funds are derived from three sources, Airport Revenues, Airport Improvement Program funds (AIP) and Passenger Facility Charges (PFC) as depicted in Table E-5.

6. AIRLINE / AIR CARGO DEVELOPMENT

Air service in and out of Fresno has, over the past fifteen years, gone through many changes and air carriers. Since deregulation of the airline industry in 1978-79, approximately 30 carriers have come to and gone from Fresno. During the 1980s, the turnover could be attributed to the rapid growth and competition that evolved as a result of deregulation. To that extent, Fresno and the Central Valley benefitted from high levels of service and low prices provided by large jet operations. In the 1990s, the opposite is true.

In order to encourage new growth through expansion of existing service or attracting new carriers, the Airports Department and the Fresno Chamber of Commerce have established an air service development task force. The task force seeks to improve commercial service by the development and implementation of short & long range marketing plans. In assessing need, the task force with the aid of travel agents is determining travel patterns and the level of leakage to San Francisco (or other airports). This data established the overall passenger profile which aids in determining what existing or new carriers serve that market and could, presumably serve ours. The task force has met with carriers (domestic & foreign) in attempts to encourage them to establish operations in Fresno.

The airport has implemented an incentive policy for aviation related businesses who operate from or relocate to the boundaries of FATRA and the future air cargo site. This policy allows for a deferral of rent payments for companies who headquarter their operations, maintenance, and/or cargo activities at FYIA. They must have more than 25 full time employees at FYIA and meet other criteria. The rent deferral must be used in infrastructure/site improvements and must be permanent in nature.

Notes:

1. For Terminal Complex improvements, refer to Figure E-6.
2. For other planned improvements, refer to Figures E-3, E-4 and E-5.
3. For the "Inventory" of Terminal, Landside, and Airside facilities included in the Terminal Area Master Plan Update document as Section B, refer to Exhibit E-6.
4. For the "Forecast and Demand Capacity Analysis" included in the Terminal Area Master Plan Update document as Section C, refer to Exhibit E-7.

SECTION D

FAR PART 150

AIRPORT NOISE COMPATIBILITY PROGRAM

FAR PART 150 AIRPORT NOISE COMPATIBILITY PROGRAM

1. INTRODUCTION

This section is a summary of the Federal Aviation Regulation Part 150 Airport Noise Compatibility Program (Part 150 Program) for Fresno Yosemite International Airport. Complete documentation of the Part 150 Program is contained in the document entitled *FAR Part 150 Noise Compatibility Program*, prepared by the City of Fresno Department of Airports and a technical consultant team in October 1988.

The Part 150 Program is a program designed to lessen the effect of airport noise on the surrounding community as the airport continues to grow. The main features of the program involve a combination of measures designed to control noise at the source (on-airport/operational measures) in concert with off-airport land use measures designed to minimize incompatible land uses around the airport within the projected 65 CNEL contour.

The program was sponsored by the City Department of Airports and was put together over a one-year period with the help of a 24-member community forum, a project facilitator and a technical consultant team. Preparation of the Part 150 Program was 90 percent federally funded and involved an extensive amount of community participation in its formulation and review/adoption processes. The study forum itself represented a diverse cross-section of the community including neighborhood residents from Council Districts 4, 5 and 6, the Fresno Neighborhood Alliance and unincorporated neighborhoods; the California Air and Army National Guards and U. S. Forest Service; representatives of the airlines and fixed-base operations; and representatives of community interests such as the Board of Realtors and the Chamber of Commerce. Ex-officio members included staff from the Federal Aviation Administration, Caltrans Division of Aeronautics, the Airport Land Use Commission (ALUC), Fresno County and the City of Fresno. The forum met 17 times, all of which were open to the public. Numerous presentations were also given to various community groups.

2. PROGRAM HIGHLIGHTS

The Part 150 Program includes numerous program elements. Some of the more significant program elements are highlighted below:

- Maximum noise levels for takeoffs. Takeoff L (max) not to exceed 95 db (6 a.m.-12 midnight); 85 db (12 midnight-6 a.m.). Noise levels to be based upon Advisory Circular 36-3e or latest version.
- Establishment of engine maintenance run up areas at locations that will generate the least amount of noise to surrounding areas. Minimize run ups between 10 p.m. and 5 a.m.
- Preferential use of Runway 11L (takeoff to the southeast) between midnight and 5 a.m., weather and traffic permitting.
- Install Instrument Landing System (ILS) on Runway 11L.
- Higher minimum altitude requirements for departing aircraft before allowing turns.
- Conduct acoustical studies in the five schools located in the 65 CNEL contour and proceed toward compatibility.
- Northwest of the airport, acquire incompatible land uses within the 70 CNEL contour and minimal areas within the 65 CNEL contour to avoid neighborhood discontinuity.
- Change the land use designation of vacant parcels designated for residential uses within the 65 CNEL contour to compatible nonresidential designations.
- Acoustically treat homes within 65 CNEL, or greater, contour on a voluntary basis.
- Southeast of the airport, acquire vacant and agricultural land within the 65 CNEL, or greater, contour to preclude future incompatible uses.
- Replacement of the F-4 fighter jet, used by the California Air National Guard, with quieter F-16 aircraft.
- Adoption of new, fixed-noise contours which reflect the replacement of the F-4 with the F-16 and 60 percent Stage III aircraft.

3. STATUS OF THE PROGRAM

The Part 150 Program was approved by the Fresno City Council in December 1987, subject to further refinement of proposed housing acquisition and acoustical treatment recommendations of the program. At the same time, the Council approved amendments to its adopted land use plans (community plans and *Fresno Air Terminal Environs Area Specific Plan*) for six vacant parcels of land located within the 65 CNEL northwest of the Airport. The land use designations of these parcels were changed from residential land use to compatible nonresidential land uses in order to preclude the establishment of new residential uses in the 65 CNEL contour area.

The *Fresno Air Terminal Environs Area Specific Plan* was also amended by the Council in December 1987, to adopt new noise contours for the airport as recommended by the Part 150 Program. These contours were based upon a 1991 projection which included the conversion of military operations from the F-4 to the F-16 and 60 percent proportion of Stage III aircraft. The new noise contours were established to provide a reasonable and realistic projection of future conditions and to provide fixed contour lines on which to base long-term land use decisions.

The Part 150 Program and noise exposure maps were submitted to the Federal Aviation Administration in October 1988. The program was approved by the Federal Aviation Administration in September 1990.

During the time period in which the program was under review by the Federal Aviation Administration some program items were implemented, including:

- the Air Guard conversion to the F-16 aircraft;
- the adoption of new noise contours and plan amendments (as described above);
- the noise monitoring element modified to reflect the requirements of Title 21;
- a telephone noise hotline installed;
- an Airport/Community Roundtable initiated; and
- formulation of the Sound Mitigation and Acoustical Remedy Treatment (SMART) program (see description below).

Approval of the Part 150 Program by the Federal Aviation Administration allows the City to qualify for federal grant money to implement the components of the program. The Department of Airports has committed to a minimum budget allocation of \$200,000 per year to implement the program and ensure a minimum funding level. The vast majority of the program implementation costs will be funded by the Federal Aviation Administration, depending on program approval and availability of federal funds.

4. SMART PROGRAM

The Sound Mitigation and Acoustical Remedy Treatment (SMART) Program is a refinement of the Part 150 Program elements relating to acoustical treatment and acquisition of homes in the high noise areas adjacent to the Airport. The SMART Program identifies the specific project areas targeted for acquisition, purchase assurance, and noise attenuation and outlines the cost (estimated at \$25 million), funding sources and phasing for the program.

Out of the approximately 488 homes within the seven primary project areas (these project areas are within or adjacent to the 70 CNEL contour), 40 are proposed to be purchased and removed. The remaining 448 homes could be eligible for purchase assurance in which homes not able to be sold by homeowners within a reasonable time period might be purchased by the City, with Federal Aviation Administration approval, acoustically treated and resold. Those not wishing to participate in purchase assurance would be eligible to have their homes acoustically treated.

The total cost for this portion of the program was estimated at about \$16 million (\$11 million for purchase assurance, \$3.5 million for acquisition of the 40 homes and \$1.5 million for acoustical treatment). The cost factors assumed a 25 percent participation rate for purchase assurance and a 15-20 percent participation rate for acoustical treatment, depending on noise exposure.

The SMART Program identified four additional project areas containing 2,428 homes within or adjacent to the 65 CNEL contour. These homes would be eligible for acoustical treatment. This portion of the program was estimated to cost about \$8 million, based upon a 10-15 percent participation rate, depending on noise exposure.

The Council approved the SMART Program and a preapplication for Federal Aviation Administration funding in December 1988. In September 1990, the Federal Aviation Administration approved a grant of \$1 million for implementation of the SMART Program. \$5 million has been received to date for residential acoustical treatment, and \$2 million for school noise treatment. Additional grants to implement the SMART Program are anticipated.

SECTION E

TABLES, FIGURES AND EXHIBITS

TABLES, FIGURES AND EXHIBITS

Table E-1	Airport/Land Use Noise Compatibility Criteria
Table E-2	Airport/Land Use Safety Compatibility Criteria
Table E-3	Planned Land Use Consistency Table
Table E-4	Operating Revenues and Expenses-Projections
Table E-5	Capital Improvement Program

Figure E-1	Fresno Yosemite International Airport Environs Plan Map
Figure E-2	ALUC Land Use Policy Plan Map
Figure E-3	Fresno Air Terminal Redevelopment Plan Map
Figure E-4	Airport Layout Plan
Figure E-5	Airport Land Use Plan

Exhibit E-1	Existing Airport Area Plan
Exhibit E-2	Selected Terminal Alternative
Exhibit E-3	Recommended Terminal Plan
Exhibit E-4	Selected Landside Development Alternative
Exhibit E-5	Selected Airside Development Alternative
Exhibit E-6	Terminal Area Master Plan Update Section B - Inventory
Exhibit E-7	Terminal Area Master Plan Update Section C - Forecast and Demand Capacity Analysis

TABLE E-1

AIRPORT / LAND USE NOISE COMPATIBILITY CRITERIA

<u>LAND USE CATEGORY</u>	<u>CNEL</u>		
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>
Residential			
*Single-family/Multi-family residential	0	--	--
*Mobile homes	-	--	--
*Transient lodging	0	-	--
Public/Institutional			
*Schools, libraries, hospitals, nursing homes, large residential support facilities, large child day care centers, adult day care facilities	0	-	--
*Churches, auditoriums, concert halls	0	-	--
Transportation, parking, cemeteries	++	+	0
Commercial and Industrial			
Offices, retail commercial	+	0	-
Service commercial, wholesale commercial, warehousing, light industrial	+	0	0
General manufacturing, utilities, extractive industry	++	+	+
Agricultural and Recreational			
Cropland	++	++	+
Livestock breeding	0	0	-
Parks, playgrounds, zoos	+	0	-
Golf courses, public riding stables, water recreation	+	0	0
Outdoor spectator sports	+	0	0
Amphitheaters	-	--	--

[Continued on next page]

LAND USE ACCEPTABILITY

INTERPRETATION / CONDITIONS

++ Clearly Acceptable

The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.

+ Normally Acceptable

Noise is a factor to be considered, in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.

0 Conditionally Acceptable

The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable, on the conditions that outdoor activities are minimal and that construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.

- Normally Unacceptable

Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or which involve outdoor activities which would be disrupted by noise should generally be avoided.

-- Clearly Unacceptable

Unacceptable noise intrusion upon these activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided, unless strong overriding factors prevail; and the land use should be prohibited if outdoor activities are involved.

* Acoustical Analysis Required

An acoustical analysis is required for these categories of land uses, pursuant to noise policies in the Fresno Air Terminal Airport and Environs Plan.

TABLE E-2

AIRPORT / LAND USE SAFETY COMPATIBILITY CRITERIA

<u>LAND USE CHARACTERISTIC</u>	<u>APPROACH PROTECTION ZONE (APZ)</u>			
	<u>APZ I</u>	<u>APZ II</u>	<u>APZ III</u>	<u>APZ IV</u>
Residential Uses	-	(A)	(B)	(C)
Other Uses in Structures	-	(D,E)	(E)	(E)
Uses Not in Structures	(D,F)	(D)	+	+
Special Characteristics (Distracting Lights or Glare)	-	-	-	-
Sources of Smoke or Electronic Interference	-	-	-	-
Attractor of Birds	-	-	-	-

INTERPRETATION:

- + ACCEPTABLE: The use is acceptable with little or no risks
- (+) CONDITIONALLY ACCEPTABLE: Risks exist, but the use is acceptable under conditions cited below
- A Density no greater than 1 dwelling unit per 3 acres
 - B Density no greater than 2 dwelling units per acre
 - C Density no greater than 5 dwelling units per acre
 - D No uses attracting more than 10 persons per acre
 - E No schools, hospitals, nursing homes, large residential support facilities, large child day care centers, adult day care facilities, churches, auditoriums, concert halls, amphitheaters, or other uses that would concentrate a large number of people
 - F Characteristic cannot reasonably be avoided or located outside the indicated safety zone
- UNACCEPTABLE: Use is unacceptable due to associated high risks

[Continued on next page]

NOTES:

1. See Official Specific Plan Map for location of Approach Protection Zones.
2. Approach Protection Zone I (Clear Zone) is that area at ground level that begins at the end of each Primary surface and terminates directly below each approach surface slope.
3. Approach Protection Zone II is 2,500 feet wide by 5,000 feet long to the northwest and southeast of the thresholds of the runways.
4. Approach Protection Zone III extends 5,000 feet beyond APZ II.
5. Approach Protection Zone IV extends 4,000 feet beyond APZ III.

Within APZs III and IV, the following shall apply:

- Existing development that conforms to existing zoning regulations in effect prior to February 20, 1987 may be rebuilt in the event it is destroyed by fire or Act of God.
- Development of vacant property or redevelopment of property in accordance with the zoning regulations in effect prior to February 20, 1987 shall not be prohibited on the basis of the restrictions set forth in this Table E-2. This provision shall not apply to conditional use permits for schools, hospitals, nursing homes, large residential support facilities, large child day care centers, adult day care facilities, churches, auditoriums, concert halls, amphitheaters, or other uses that would result in a large concentration of people.

TABLE E-3

PLANNED LAND USE CONSISTENCY TABLE

<u>PLAN DESIGNATION</u>	<u>CONSISTENT ZONE DISTRICT</u>	<u>CONSISTENT DENSITY</u>
RESIDENTIAL		
Rural	AE-5, AE-20, R-A	0-1.21 Units per acre
Low	R-1-A, R-1-AH, R-1-E, R-1-EH	0-2.18 Units per acre
Medium-Low	R-1-B, R-1-C, R-1-B/PUD	2.19-4.98 Units per acre
Medium	R-1, MH, R-1-C/PUD, R-1/PUD	4.99-10.37 Units per acre
Medium-High	R-2-A, R-2, T-P, R-P*	10.38-18.15 Units per acre***
High	R-3-A, R-3, R-4 ⁺ , C-P*	18.16-43.56 Units per acre***
COMMERCIAL		
Neighborhood	C-1, C-L	
Community	C-2	
Regional	C-3, C-4	
General and Heavy Strip	C-5, C-6, C-R	
Office	RP-L, R-P**, C-P**, R-P - Planned Office Development, C-P - Planned Office Development	
Commercial Recreation	C-R	
INDUSTRIAL		
Light	C-M, M-1, M-1-P	
Heavy	M-2, M-3	
OTHER USES		
Open Space	O, AE-20	
Agricultural	O, AE-20	
Public or Quasi-Public	All zone districts (except for AE-5, AE-20, R-A)	Approval subject to the review of a specific development plan

Table E-3, continued

- * In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the nonresidential uses permitted in those zone districts.
- ** In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the residential uses permitted in those districts.
- *** Unit-per-acre density is modified in the Roosevelt Community Plan area, pursuant to Policy No. 1-6.11 of the 1991 Roosevelt Community Plan update.
- + Thirty or more dwelling units per acre in the R-4 district only, subject to a conditional use permit.

NOTE: The method and procedure for determining zoning consistency in relation to this plan shall conform to Section 12-403 of the Municipal Code and amendments thereto.

FRESNO YOSEMITE INTERNATIONAL AIRPORT

REVENUES AND EXPENSES

ACTUAL FY92-FY96 - PROJECTED FY97

TABLE E-4

Operating Revenues (Fund 518)	FY 92		FY 93		FY 94		FY 95		FY 96		FY 97		FY 98		FY 99	
	Actual		Actual		Actual		Actual		Actual		Projected		Projected		Projected	
Rentals	\$2,202,578		\$983,558		\$1,980,922		\$1,901,361		\$2,001,229		\$2,010,000		\$2,109,800		\$2,215,290	
Fuel Flowage	73,477		51,912		84,140		93,181		106,757		115,000		106,000		111,300	
Concessions	1,100,274		684,662		1,217,326		1,250,681		1,363,959		1,340,000		1,433,700		1,505,385	
Airport Use Fees	124,014		98,417		286,754		228,295		240,011		251,000		234,000		245,700	
Landing Fees	844,353		489,897		862,954		900,380		853,773		925,000		1,105,000		1,160,250	
Parking Lot Receipts	1,483,475		1,592,396		1,979,126		1,789,890		2,048,698		1,800,000		2,194,000		2,303,700	
User Fees	124,073		63,888		139,789		153,032		202,558		135,000		269,400		282,870	
Gate Fees	0		0		11,320		12,666		19,643		20,000		8,000		8,400	
Security	57,618		25,251		108,199		96,840		109,995		108,000		113,000		118,650	
Miscellaneous	30,920		28,776		(111,113)		46,281		92,255		29,400		(4,100)		(4,305)	
Total Operating Revenues	6,040,782		4,018,757		6,559,417		6,472,607		7,038,878		6,733,400		7,568,800		7,947,240	
Non-Operating Revenues																
Other	11,665		8,154		57,438		7,657		23,335		0		0		0	
Sale of Building	0		0		0		0		0		0		0		0	
RDA Loan Repayment	1,000,000		0		0		0		0		0		0		0	
Interest	363,307		131,670		100,628		201,706		188,631		275,000		250,000		250,000	
Total Non-Operating Revenues	1,374,972		139,824		158,066		209,363		211,966		275,000		250,000		250,000	
Total Revenues	\$7,415,754		\$4,158,581		\$6,717,483		\$6,681,970		\$7,250,844		\$7,008,400		\$7,818,800		\$8,197,240	

FRESNO YOSEMITE INTERNATIONAL AIRPORT

REVENUES AND EXPENSES

ACTUAL FY92-FY96 - PROJECTED FY97

TABLE E-4

Operating Expenses	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
	Actual	Actual	Actual	Actual	Actual	Projected	Projected	Projected
Employee Services	\$3,072,545	\$3,946,869	\$2,447,163	\$2,900,723	\$2,884,296	\$2,836,500	\$2,978,325	\$3,127,241
Operations & Maintenance	1,023,671	1,056,862	1,136,015	1,057,464	1,402,386	1,829,300	1,920,765	2,016,803
Travel & Training	24,920	18,920	25,278	25,953	25,772	45,200	45,200	45,200
I.D. Charges	912,236	1,074,573	1,039,097	1,090,098	778,272	824,100	865,305	908,570
Contingency	0	0	0	0	0	41,300	43,365	45,533
Minor Capital	18,265	12,625	24,413	10,246	17,215	20,500	21,525	22,601
Total Operating Expenses	5,051,637	6,109,849	4,671,966	5,084,484	5,107,941	5,596,900	5,874,485	6,165,949
Non-Operating Expenses								
Bond Interest & Principal (FY96)	338,300	357,150	270,875	311,000	350,809	388,700	408,135	428,542
Bond Principal	126,008	147,083	130,766	150,000	0	0	0	0
FCH Contribution	179,038	140,689	242,530	223,570	166,955	210,200	210,200	210,200
Environment	67,955	279,029	217,914	33,769	291,636	241,100	250,000	250,000
Total Non-Operating Expenses	711,301	923,951	862,085	718,339	809,400	840,000	868,335	888,742
Total Expenses	\$5,762,938	\$7,033,800	\$5,534,051	\$5,802,823	\$5,917,341	\$6,436,900	\$6,742,820	\$7,054,691
Total Net Revenues	\$1,652,816	(\$2,875,219)	\$1,183,432	\$879,147	\$1,333,503	\$571,500	\$1,075,980	\$1,142,549

FRESNO YOSEMITE INTERNATIONAL AIRPORT AND ENVIRONS PLAN

TABLE E - 5
CAPITAL IMPROVEMENT PROGRAM
PROJECTED FY 97 - FY 99

Fiscal Year / Project Description	Project Cost	FAA Eligible	FATRA Eligible	PFC Eligible	Other Funding	Net Project Cost
FY 97 Projected						
Terminal Ramp & Taxiway Reconstruction Phase II	\$1,500,000	\$1,350,000		\$150,000		\$0
SMART Program	1,111,100	1,000,000				111,100
New Jet Service Terminal Design Development & Construction Documents	1,000,000			1,000,000		0
FYI / FCH Pre-Grant Planning (181602)	20,000					20,000
Fire Training Pit Removal/1500 Gallon (Jet Fuel) & Railroad Tanker Car (Form 20)	50,000					50,000
Remedial Investigation/Feasibility Study Areas Nos. 1 & 7 (184309)	250,000					250,000
(Hammer Field Army Air Base)						
FATRA Environmental (195412)	50,000		50,000			0
Total FY 97 Projected	\$3,981,100	\$2,350,000	\$50,000	\$1,150,000	\$0	\$431,100
FY 98 Projected						
SMART Program	\$1,111,100	\$1,000,000				\$111,100
Terminal Ramp & Taxiway Reconstruction Phase III	700,000	630,000		70,000		0
Runway 11L-29R Pavement Rejuvenation	300,000	270,000				30,000
Remedial Investigation/Feasibility Study Areas Nos. 1 & 7 (184309)	250,000					250,000
(Hammer Field Army Air Base)						
Tower - Replace HVAC (chiller/cooling tower)	300,000					300,000
FATRA Site Clearance, Landscaping	100,000		100,000			0
FATRA Environmental (195412)	50,000		50,000			0
Total FY 98 Projected	\$2,811,100	\$1,900,000	\$150,000	\$70,000	\$0	\$691,100

FRESNO YOSEMITE INTERNATIONAL AIRPORT AND ENVIRONS PLAN

TABLE E - 5
CAPITAL IMPROVEMENT PROGRAM
PROJECTED FY 97 - FY 99

Fiscal Year / Project Description	Project Cost	FAA Eligible	FATRA Eligible	PFC Eligible	Other Funding	Net Project Cost
FY 99 Projected						
Airport Master Drainage Plan & NPDES Improvements	\$300,000	\$270,000				\$30,000
Airfield Drainage/Phase IV						
Terminal Eastside Ramp Expansion	1,500,000	1,350,000				150,000
SMART Program	1,111,100	1,000,000				111,100
Terminal Ramp & Taxiway Reconstruction Phase IV	700,000	630,000		70,000		0
GVSI Visual Slope Indicator/Runway 11R (VASI)	50,000	45,000				5,000
Airport Access Road & Public Transportation	1,200,000				1,200,000	0
Transfer Station (McKinley to Airport Terminal)						
Airport Master Landscaping Improvements (184606)	100,000					100,000
(Landscape/Gateways/Airport Signage)						
Remedial Investigation/Feasibility Study	250,000					250,000
Areas Nos. 1 & 7 (184309)						0
(Hammer Field Army Air Base)						0
FATRA Site Clearance/Landscaping/Infrastructure	100,000		100,000			0
Improvements (191817)						
FATRA Environmental (1954)	50,000		50,000			0
Total FY 99 Projected	\$5,361,100	\$3,295,000	\$150,000	\$70,000	\$1,200,000	\$646,100
Total FY 97 - FY 99 Projected	\$12,153,300	\$7,545,000	\$350,000	\$1,290,000	\$1,200,000	\$1,768,300

Source: FRESNO AIR TERMINAL AND FRESNO-CHANDLER DOWNTOWN AIRPORT
5 YEAR PLAN AIRPORT CAPITAL IMPROVEMENT PLAN Pages 7 - 11 FY 1995 - FY 1999
Note: Formerly Table E-8 in 1992 Plan

FRESNO YOSEMITE

LEGEND

○ CNEL NOISE

□ APPROACH ROAD

NOTES:

- 65 CNEL BOUNDARY TITLE 21, NEW
- 50 CNEL BOUNDARY BY THE NOISE
- PROPERTY LOCATION AND IX OR THE

RESIDENTIAL UNIT

- RURAL DENSITY
- LOW DENSITY
- MEDIUM-LOW DENSITY
- MEDIUM DENSITY
- MEDIUM-HIGH DENSITY
- HIGH DENSITY

COMMERCIAL

- OFFICE
- NEIGHBORHOOD
- CL LIMITED NEIGHBORHOOD
- COMMUNITY
- GENERAL
- REGIONAL

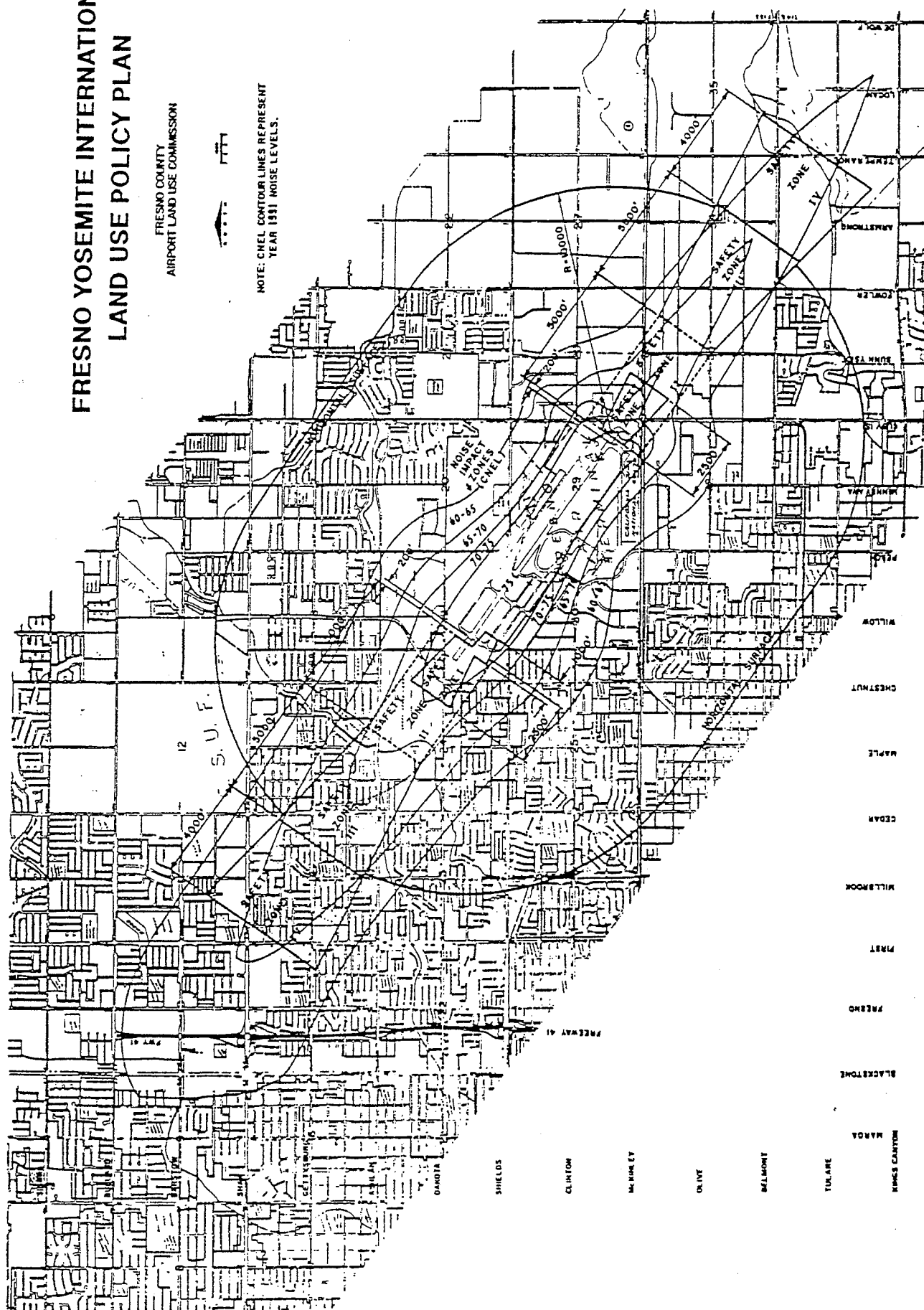
ADOPTED BY RESOLUTION NO. 8991 OF THE FRESNO CITY PLANNING COMMISSION ON DECEMBER 17, 1986.

ADOPTED BY ORDINANCE NO. 87-14 OF THE FRESNO CITY COUNCIL ON JANUARY 20, 1987.

AMENDMENTS			
FRESNO CITY PLANNING COMMISSION		FRESNO CITY COUNCIL	
DATE	RES. NO.	DATE	ORD. NO.
11/4/87	9278	11/17/87	87-183
11/12/87	9283	12/8/87	87-171
11/12/87	9284	12/8/87	87-171
11/12/87	9285	12/8/87	87-171
11/12/87	9286	12/8/87	87-171
11/12/87	9287	12/8/87	87-171
11/12/87	9288	12/8/87	87-171
11/18/87	9294	12/22/87	87-190
3/2/88	9375	5/10/88	88-69
7/20/88	9479	8/16/88	88-103
9/7/88	9521	10/4/88	88-126
8/3/88	9493	10/11/88	88-129
11/16/88	9563	12/13/88	88-151
4/5/89	9640	4/18/89	89-45

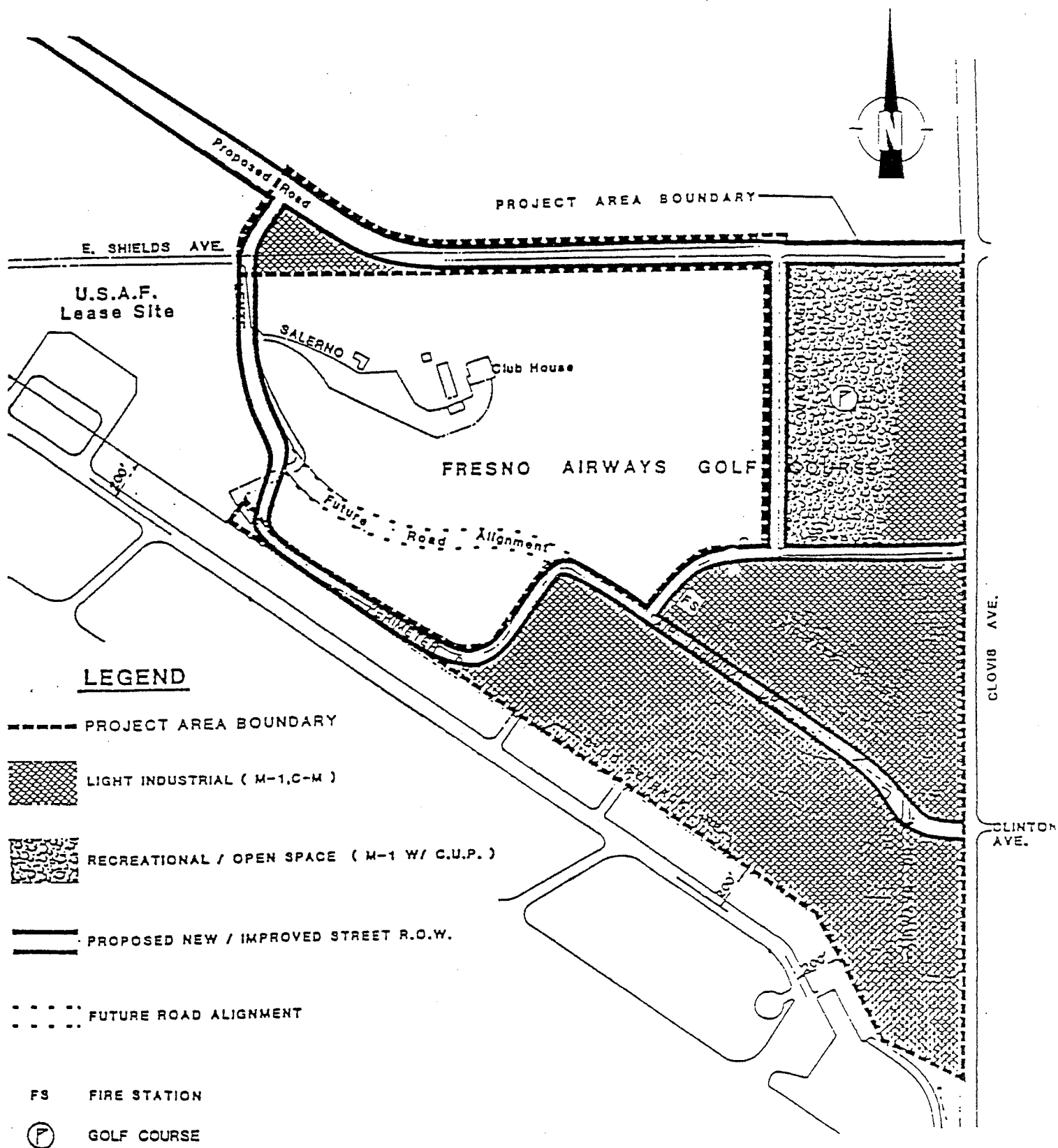
FRESNO COUNTY
AIRPORT LAND USE COMMISSION

NOTE: CNEL CONTOUR LINES REPRESENT YEAR 1991 NOISE LEVELS.

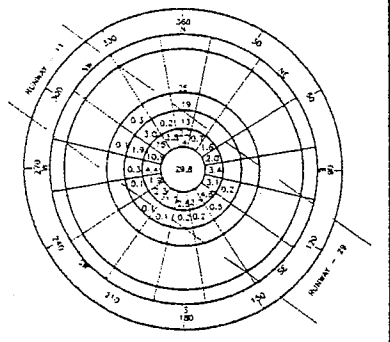


FYIA - AEP FIGURE E-2

2/97



FRESNO AIR TERMINAL
REDEVELOPMENT PROJECT AREA (Northside)



RUNWAY DATA

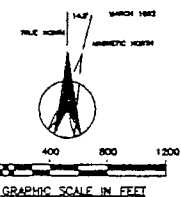
	RUNWAY 11L - 29R		RUNWAY 11R - 29L	
	EXISTING	FUTURE	EXISTING	FUTURE
Runway Length	9222' ASPHALT(WITH PFC)	9222' ASPHALT (WITH PFC)	7206' ASPHALT	7206' ASPHALT
Runway Width	150'	150'	100'	150'
Pavement Strength	70 S, 170 D 250 DF	70 S, 170 D 250 DF	45 S, 85 D	45 S, 45 D
Effective Gradient	0.020%	0.020%	0.015%	0.015%
Approach Slopes	11L = 56:1 29R = 50:1	11L = 50:1 29R = 50:1	11R = 20:1 29L = 20:1	11R = 22:1 29L = 20:1
Runway Lighting	MIRL	MIRL	MIRL	MIRL
Runway Marking	PRECISION INSTRUMENT	PRECISION INSTRUMENT	BASIC	BASIC
Visual and Navigational Aids	RODS, SSALR, TDZ, RWY(2), CAT-I LS(200) VAS-I, RMR(11L)	RODS ALS-I, TDZ, CL RWY(3) CAT-I LS/GPS/APALS(29R) CAT-I LS(11L) VAS-I, RMR, DGPS/APALS(29R)	RODS(SOUTH) REL (11R) RMR (29L)	RODS(SOUTH) REL (29R) RMR (11R) DVG (11R)
Runway Safety Area	11,072' x 500'	11,072' x 500'	9,422' x 400'	9,422' x 400'

NOTE: TAXWAY WIDTH 75' WITH 25' SHOULDERS UNLESS OTHERWISE NOTED

	EXISTING	FUTURE
Airport Category	TRANSPORT	TRANSPORT
Airport Reference Code	C-III	C-III
Airport Elevation	333'	333'
Airport Reference Point (ARP)	LAT. 36° 46' 34.268"N LONG. 119° 43' 05.303"W	LAT. 36° 46' 34.268"N LONG. 119° 43' 05.303"W
Mean Max. Temp. Hottest Month	100° F (JULY)	100° F (JULY)
Navigational Aids	AIRPORT ROTATING BEACON, ASR, VORTAC "CLOVIS" ILS LOC. GS. LOW, MM	AIRPORT ROTATING BEACON, ASR, VORTAC "CLOVIS" ILS LOC. GS. LOW, MM 29R ILS MM 11L ILS LOC. GS. LOW, MM 29R DGPS/APALS
Based Aircraft	250	350

AIRPORT AREA IS FLAT

		LATITUDE		LONGITUDE	
RUNWAY END COORDINATES	11L	36° 47' 00.552"	119° 43' 45.061"		
	29R	36° 46' 07.790"	119° 42' 12.825"		
	11R	36° 46' 55.010"	119° 43' 48.697"		
	29L	36° 46' 13.779"	119° 42' 37.458"		
PUBLIC USE HELDSTOP		36° 46' 26.998"	119° 43' 10.96"		

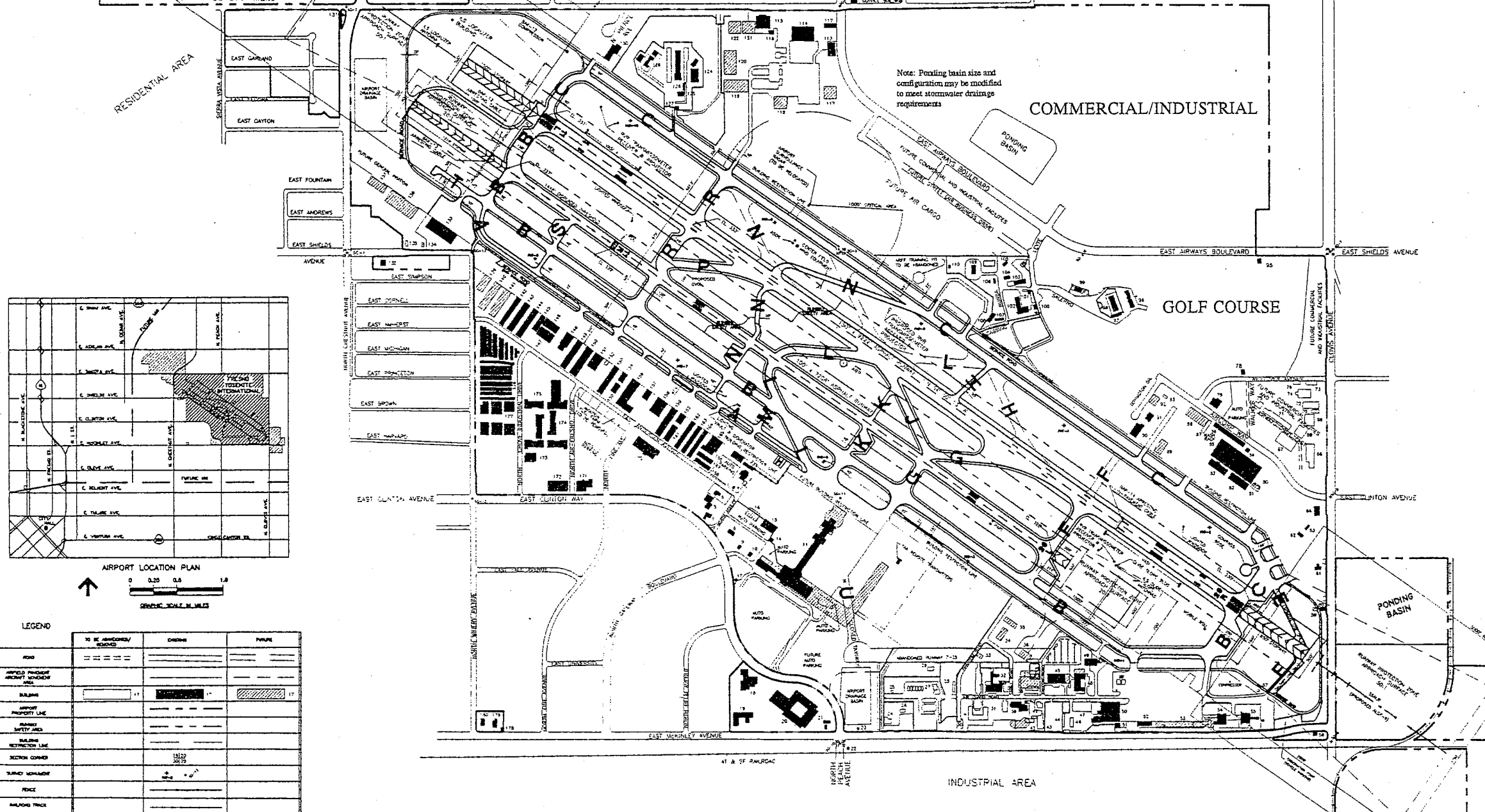


FYIA-AEP FIGURE E-4



FYT
FRESH YOGURT INTERNATIONAL

BARON CENTER, TOWER 755, ARMY FACILITIES	31	C.A.G. WING HEADQUARTERS AND CARRIAGE	51	FOREIGN AIR ATTACHE BASE HANGAR	81	HANGAR OFFICE	111	ARMED AIR FACILITY	141	OFFICE MAINTENANCE HANGAR (WESTERN OFFER SALES)
ARMED AIR ATTACHE OFFICE	32	C.A.G. BASE AIR ENGINEER/TELECOMMUNICATIONS	52	PERIODIC AIR ATTACHE BASE DEFENDANT MEETINGS	82	TELEGRAPH OFFICE	112	ARMED AIR FACILITY	142	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	33	C.A.G. AIRLINE	53	FOREIGN AIR ATTACHE BASE OFFICE	83	OFFICE #1	113	ARMED AIR FACILITY	143	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	34	C.A.G. OFFICE BUILDING	54	FOREIGN AIR ATTACHE BASE OFFICE	84	RESEARCH	114	ARMED AIR FACILITY	144	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	35	C.A.G. OFFICE BUILDING	55	FOREIGN AIR ATTACHE BASE OFFICE	85	RESEARCH	115	ARMED AIR FACILITY	145	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	36	C.A.G. OFFICE BUILDING	56	FOREIGN AIR ATTACHE BASE OFFICE	86	RESEARCH	116	ARMED AIR FACILITY	146	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	37	C.A.G. OFFICE BUILDING	57	FOREIGN AIR ATTACHE BASE OFFICE	87	RESEARCH	117	ARMED AIR FACILITY	147	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	38	C.A.G. OFFICE BUILDING	58	FOREIGN AIR ATTACHE BASE OFFICE	88	RESEARCH	118	ARMED AIR FACILITY	148	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	39	C.A.G. OFFICE BUILDING	59	FOREIGN AIR ATTACHE BASE OFFICE	89	RESEARCH	119	ARMED AIR FACILITY	149	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	40	C.A.G. OFFICE BUILDING	60	FOREIGN AIR ATTACHE BASE OFFICE	90	RESEARCH	120	ARMED AIR FACILITY	150	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	41	C.A.G. OFFICE BUILDING	61	FOREIGN AIR ATTACHE BASE OFFICE	91	RESEARCH	121	ARMED AIR FACILITY	151	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	42	C.A.G. OFFICE BUILDING	62	FOREIGN AIR ATTACHE BASE OFFICE	92	RESEARCH	122	ARMED AIR FACILITY	152	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	43	C.A.G. OFFICE BUILDING	63	FOREIGN AIR ATTACHE BASE OFFICE	93	RESEARCH	123	ARMED AIR FACILITY	153	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	44	C.A.G. OFFICE BUILDING	64	FOREIGN AIR ATTACHE BASE OFFICE	94	RESEARCH	124	ARMED AIR FACILITY	154	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	45	C.A.G. OFFICE BUILDING	65	FOREIGN AIR ATTACHE BASE OFFICE	95	RESEARCH	125	ARMED AIR FACILITY	155	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	46	C.A.G. OFFICE BUILDING	66	FOREIGN AIR ATTACHE BASE OFFICE	96	RESEARCH	126	ARMED AIR FACILITY	156	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	47	C.A.G. OFFICE BUILDING	67	FOREIGN AIR ATTACHE BASE OFFICE	97	RESEARCH	127	ARMED AIR FACILITY	157	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	48	C.A.G. OFFICE BUILDING	68	FOREIGN AIR ATTACHE BASE OFFICE	98	RESEARCH	128	ARMED AIR FACILITY	158	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	49	C.A.G. OFFICE BUILDING	69	FOREIGN AIR ATTACHE BASE OFFICE	99	RESEARCH	129	ARMED AIR FACILITY	159	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	50	C.A.G. OFFICE BUILDING	70	FOREIGN AIR ATTACHE BASE OFFICE	100	RESEARCH	130	ARMED AIR FACILITY	160	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	51	C.A.G. OFFICE BUILDING	71	FOREIGN AIR ATTACHE BASE OFFICE	101	RESEARCH	131	ARMED AIR FACILITY	161	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	52	C.A.G. OFFICE BUILDING	72	FOREIGN AIR ATTACHE BASE OFFICE	102	RESEARCH	132	ARMED AIR FACILITY	162	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	53	C.A.G. OFFICE BUILDING	73	FOREIGN AIR ATTACHE BASE OFFICE	103	RESEARCH	133	ARMED AIR FACILITY	163	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	54	C.A.G. OFFICE BUILDING	74	FOREIGN AIR ATTACHE BASE OFFICE	104	RESEARCH	134	ARMED AIR FACILITY	164	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	55	C.A.G. OFFICE BUILDING	75	FOREIGN AIR ATTACHE BASE OFFICE	105	RESEARCH	135	ARMED AIR FACILITY	165	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	56	C.A.G. OFFICE BUILDING	76	FOREIGN AIR ATTACHE BASE OFFICE	106	RESEARCH	136	ARMED AIR FACILITY	166	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	57	C.A.G. OFFICE BUILDING	77	FOREIGN AIR ATTACHE BASE OFFICE	107	RESEARCH	137	ARMED AIR FACILITY	167	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	58	C.A.G. OFFICE BUILDING	78	FOREIGN AIR ATTACHE BASE OFFICE	108	RESEARCH	138	ARMED AIR FACILITY	168	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	59	C.A.G. OFFICE BUILDING	79	FOREIGN AIR ATTACHE BASE OFFICE	109	RESEARCH	139	ARMED AIR FACILITY	169	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	60	C.A.G. OFFICE BUILDING	80	FOREIGN AIR ATTACHE BASE OFFICE	110	RESEARCH	140	ARMED AIR FACILITY	170	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	61	C.A.G. OFFICE BUILDING	81	FOREIGN AIR ATTACHE BASE OFFICE	111	RESEARCH	141	ARMED AIR FACILITY	171	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	62	C.A.G. OFFICE BUILDING	82	FOREIGN AIR ATTACHE BASE OFFICE	112	RESEARCH	142	ARMED AIR FACILITY	172	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	63	C.A.G. OFFICE BUILDING	83	FOREIGN AIR ATTACHE BASE OFFICE	113	RESEARCH	143	ARMED AIR FACILITY	173	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	64	C.A.G. OFFICE BUILDING	84	FOREIGN AIR ATTACHE BASE OFFICE	114	RESEARCH	144	ARMED AIR FACILITY	174	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	65	C.A.G. OFFICE BUILDING	85	FOREIGN AIR ATTACHE BASE OFFICE	115	RESEARCH	145	ARMED AIR FACILITY	175	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	66	C.A.G. OFFICE BUILDING	86		116	ARMED AIR ATTACHE	146	ARMED AIR FACILITY	176	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	67	C.A.G. OFFICE BUILDING	87	FOREIGN AIR ATTACHE BASE OFFICE	117	ARMED AIR ATTACHE	147	ARMED AIR FACILITY	177	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	68	C.A.G. OFFICE BUILDING	88	FOREIGN AIR ATTACHE BASE OFFICE	118	ARMED AIR ATTACHE	148	ARMED AIR FACILITY	178	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	69	C.A.G. OFFICE BUILDING	89	FOREIGN AIR ATTACHE BASE OFFICE	119	ARMED AIR ATTACHE	149	ARMED AIR FACILITY	179	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	70	C.A.G. OFFICE BUILDING	90	FOREIGN AIR ATTACHE BASE OFFICE	120	ARMED AIR ATTACHE	150	ARMED AIR FACILITY	180	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	71	C.A.G. OFFICE BUILDING	91	FOREIGN AIR ATTACHE BASE OFFICE	121	ARMED AIR ATTACHE	151	ARMED AIR FACILITY	181	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	72	C.A.G. OFFICE BUILDING	92	FOREIGN AIR ATTACHE BASE OFFICE	122	ARMED AIR ATTACHE	152	ARMED AIR FACILITY	182	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	73	C.A.G. OFFICE BUILDING	93	FOREIGN AIR ATTACHE BASE OFFICE	123	ARMED AIR ATTACHE	153	ARMED AIR FACILITY	183	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	74	C.A.G. OFFICE BUILDING	94	FOREIGN AIR ATTACHE BASE OFFICE	124	ARMED AIR ATTACHE	154	ARMED AIR FACILITY	184	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	75	C.A.G. OFFICE BUILDING	95	FOREIGN AIR ATTACHE BASE OFFICE	125	ARMED AIR ATTACHE	155	ARMED AIR FACILITY	185	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	76	C.A.G. OFFICE BUILDING	96	FOREIGN AIR ATTACHE BASE OFFICE	126	ARMED AIR ATTACHE	156	ARMED AIR FACILITY	186	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	77	C.A.G. OFFICE BUILDING	97	FOREIGN AIR ATTACHE BASE OFFICE	127	ARMED AIR ATTACHE	157	ARMED AIR FACILITY	187	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	78	C.A.G. OFFICE BUILDING	98	FOREIGN AIR ATTACHE BASE OFFICE	128	ARMED AIR ATTACHE	158	ARMED AIR FACILITY	188	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	79	C.A.G. OFFICE BUILDING	99	FOREIGN AIR ATTACHE BASE OFFICE	129	ARMED AIR ATTACHE	159	ARMED AIR FACILITY	189	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	80	C.A.G. OFFICE BUILDING	100	FOREIGN AIR ATTACHE BASE OFFICE	130	ARMED AIR ATTACHE	160	ARMED AIR FACILITY	190	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	81	C.A.G. OFFICE BUILDING	101	FOREIGN AIR ATTACHE BASE OFFICE	131	ARMED AIR ATTACHE	161	ARMED AIR FACILITY	191	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	82	C.A.G. OFFICE BUILDING	102	FOREIGN AIR ATTACHE BASE OFFICE	132	ARMED AIR ATTACHE	162	ARMED AIR FACILITY	192	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	83	C.A.G. OFFICE BUILDING	103	FOREIGN AIR ATTACHE BASE OFFICE	133	ARMED AIR ATTACHE	163	ARMED AIR FACILITY	193	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	84	C.A.G. OFFICE BUILDING	104	FOREIGN AIR ATTACHE BASE OFFICE	134	ARMED AIR ATTACHE	164	ARMED AIR FACILITY	194	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	85	C.A.G. OFFICE BUILDING	105	FOREIGN AIR ATTACHE BASE OFFICE	135	ARMED AIR ATTACHE	165	ARMED AIR FACILITY	195	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	86	C.A.G. OFFICE BUILDING	106	FOREIGN AIR ATTACHE BASE OFFICE	136	ARMED AIR ATTACHE	166	ARMED AIR FACILITY	196	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	87	C.A.G. OFFICE BUILDING	107	FOREIGN AIR ATTACHE BASE OFFICE	137	ARMED AIR ATTACHE	167	ARMED AIR FACILITY	197	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	88	C.A.G. OFFICE BUILDING	108	FOREIGN AIR ATTACHE BASE OFFICE	138	ARMED AIR ATTACHE	168	ARMED AIR FACILITY	198	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	89	C.A.G. OFFICE BUILDING	109	FOREIGN AIR ATTACHE BASE OFFICE	139	ARMED AIR ATTACHE	169	ARMED AIR FACILITY	199	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	90	C.A.G. OFFICE BUILDING	110	FOREIGN AIR ATTACHE BASE OFFICE	140	ARMED AIR ATTACHE	170	ARMED AIR FACILITY	200	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	91	C.A.G. OFFICE BUILDING	111	FOREIGN AIR ATTACHE BASE OFFICE	141	ARMED AIR ATTACHE	171	ARMED AIR FACILITY	201	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	92	C.A.G. OFFICE BUILDING	112	FOREIGN AIR ATTACHE BASE OFFICE	142	ARMED AIR ATTACHE	172	ARMED AIR FACILITY	202	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	93	C.A.G. OFFICE BUILDING	113	FOREIGN AIR ATTACHE BASE OFFICE	143	ARMED AIR ATTACHE	173	ARMED AIR FACILITY	203	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	94	C.A.G. OFFICE BUILDING	114	FOREIGN AIR ATTACHE BASE OFFICE	144	ARMED AIR ATTACHE	174	ARMED AIR FACILITY	204	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	95	C.A.G. OFFICE BUILDING	115	FOREIGN AIR ATTACHE BASE OFFICE	145	ARMED AIR ATTACHE	175	ARMED AIR FACILITY	205	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	96	C.A.G. OFFICE BUILDING	116	FOREIGN AIR ATTACHE BASE OFFICE	146	ARMED AIR ATTACHE	176	ARMED AIR FACILITY	206	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	97	C.A.G. OFFICE BUILDING	117	FOREIGN AIR ATTACHE BASE OFFICE	147	ARMED AIR ATTACHE	177	ARMED AIR FACILITY	207	ARMED AIR FACILITY
ARMED AIR ATTACHE OFFICE	98	C.A.G. OFFICE BUILDING	118	FOREIGN AIR ATTACHE BASE OFFICE	148	ARMED AIR ATTACHE	178	ARMED AIR FACILITY	208	ARMED AIR FACILITY
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ARMED AIR ATTACHE OFFICE	100	C.A.G. OFFICE BUILDING	120	FOREIGN AIR ATTACHE BASE OFFICE	150	ARMED AIR ATTACHE	180	ARMED AIR FACILITY	210	ARMED AIR FACILITY



LEGEND		TO BE MONITORED/ SECURED	DURATION	PURPOSE
ROAD	_____	_____	_____	_____
ARMED PERSONNEL ARMED NONARMED AREA	_____	_____	_____	_____
BUILDING	_____	_____	_____	_____
AIRPORT PROPERTY LINE	_____	_____	_____	_____
ARMED SAFETY AREA	_____	_____	_____	_____
BUILDING RESTRICTION LINE	_____	_____	_____	_____
SECTION CORNER	_____	_____	15120 JUN 79	_____
SURVEY MONUMENT	_____	_____	_____	_____
POLE	_____	_____	_____	_____
BUILDING TRAIL	_____	_____	_____	_____

AIRPORT COORDINATE SYSTEM				STATE PLANE COORDINATE SYSTEM ZONE 4 (DATUM NAD83)				
Z#	EAST	NORTH	ELEVATION FEET/MSL	DESCRIPTION	LATITUDE	LONGITUDE	NORTHING FEET/MSL	EASTING FEET/MSL
SC-1	19,992.306	1,523.745		FRESH CO BCGM IN HANDWELL				
SC-2	19,992.354	1,513.971		FRESH CO BCGM IN HANDWELL				
SC-3	20,038.151	1,209.550		FRESH CO BCGM IN HANDWELL				
SC-4	19,934.971	1,475.820		FRESH CO BCGM IN HANDWELL				
SC-5	19,958.635	1,723.512		FRESH CO BCGM IN HANDWELL				
SC-6	19,997.777	1,723.512		FRESH CO BCGM IN HANDWELL				
SC-7	20,000.013	1,999.939		FRESH CO BCGM IN HANDWELL				
SC-8	19,992.617	1,999.939		FRESH CO BCGM IN HANDWELL				
SC-9	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-10	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-11	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-12	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-13	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-14	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-15	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-16	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-17	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-18	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-19	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-20	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-21	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-22	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-23	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-24	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-25	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-26	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-27	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-28	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-29	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-30	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-31	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-32	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-33	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-34	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-35	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-36	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-37	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-38	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-39	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-40	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-41	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-42	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-43	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-44	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				
SC-45	14,119.731	20,025.875		FRESH CITY BCGM, FLUSH				

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

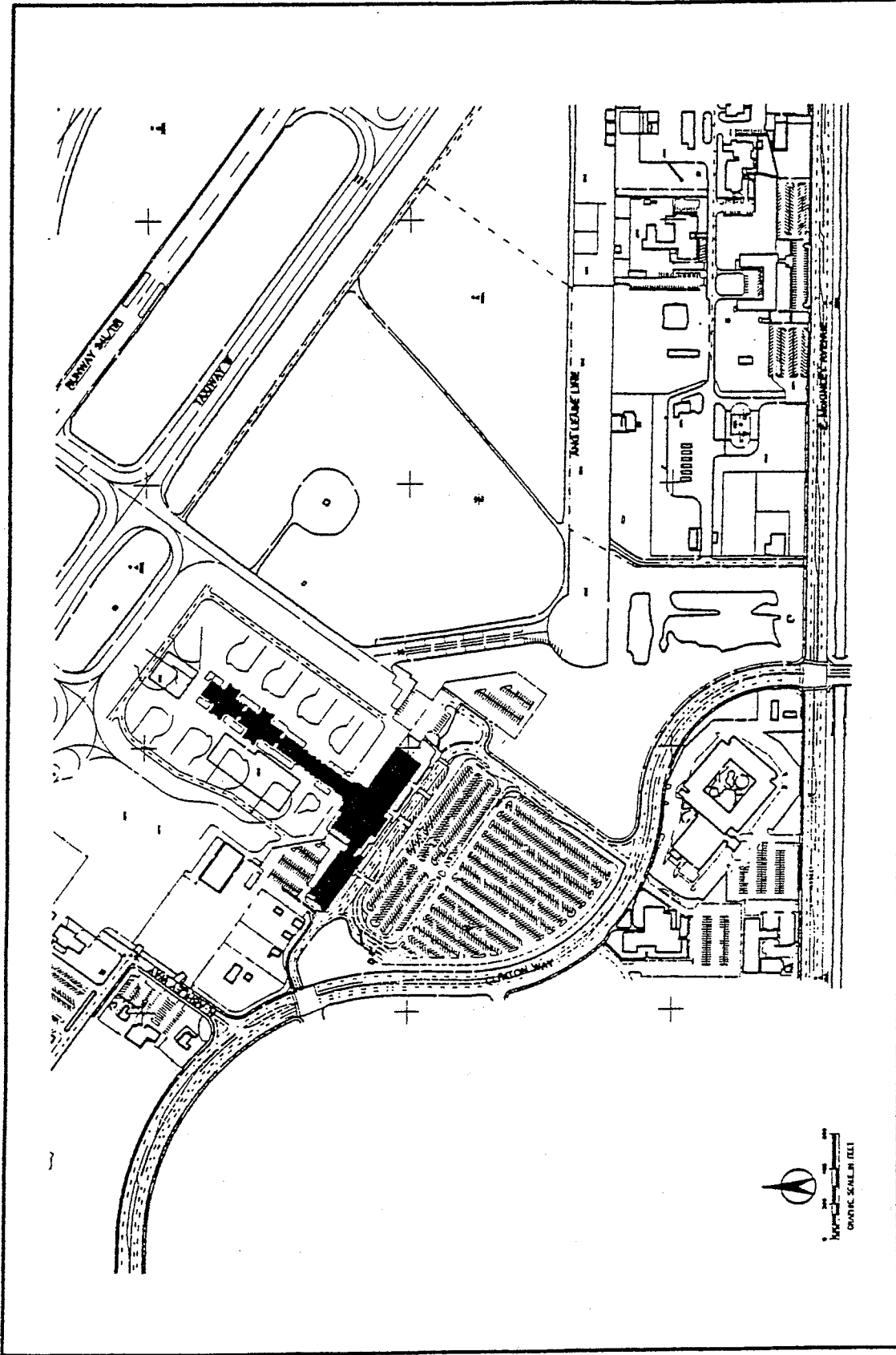
APPROVED	
FEDERAL AVIATION ADMINISTRATION	CITY OF FRESNO DEPARTMENT OF AIRPORTS
APPROVED	
DATE	DIRECTOR OF AIRPORTS DATE

CITY OF FRESNO
FRESNO YOSEMITE INTERNATIONAL
FRESNO, CALIFORNIA

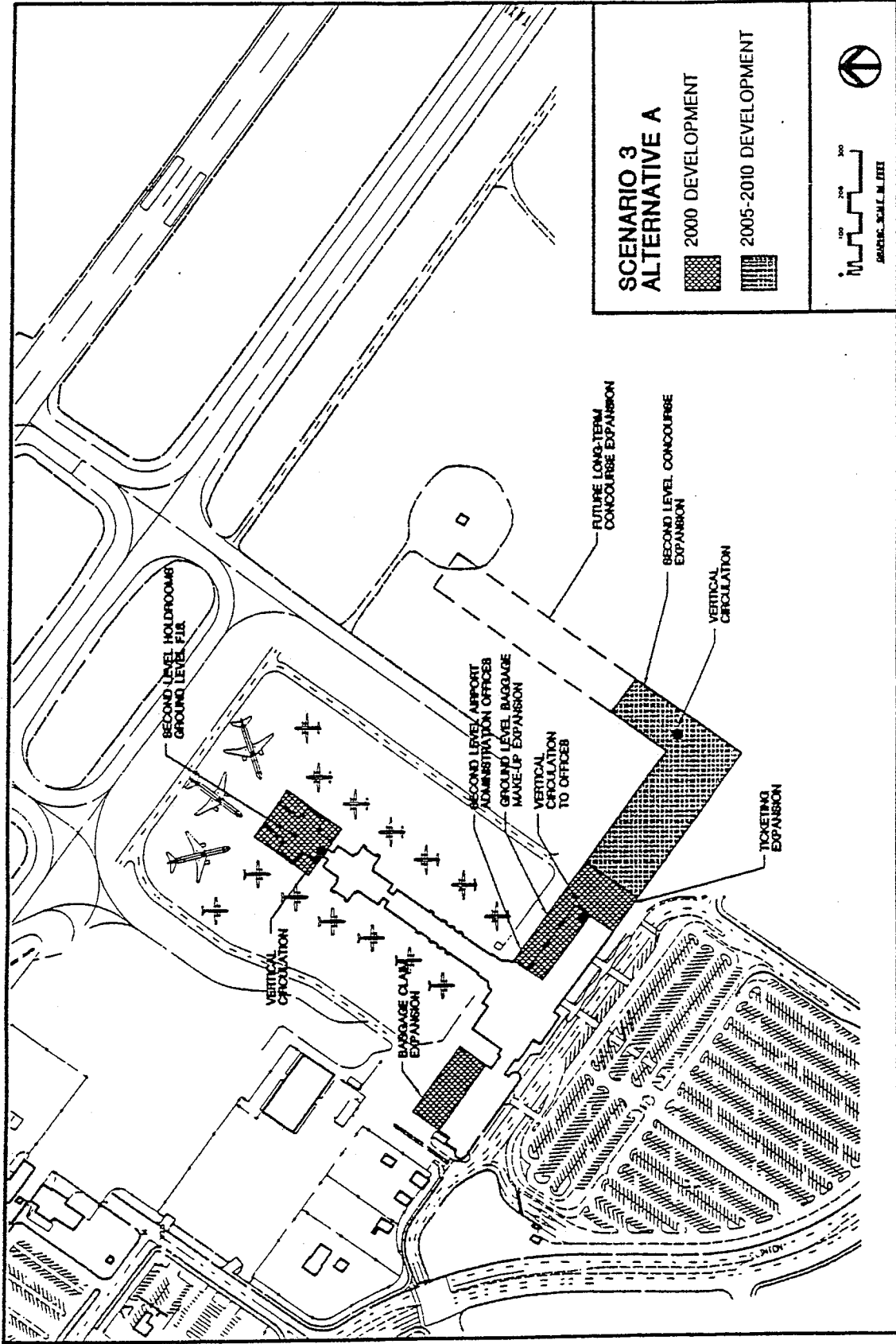
AIRPORT LAYOUT PLAN

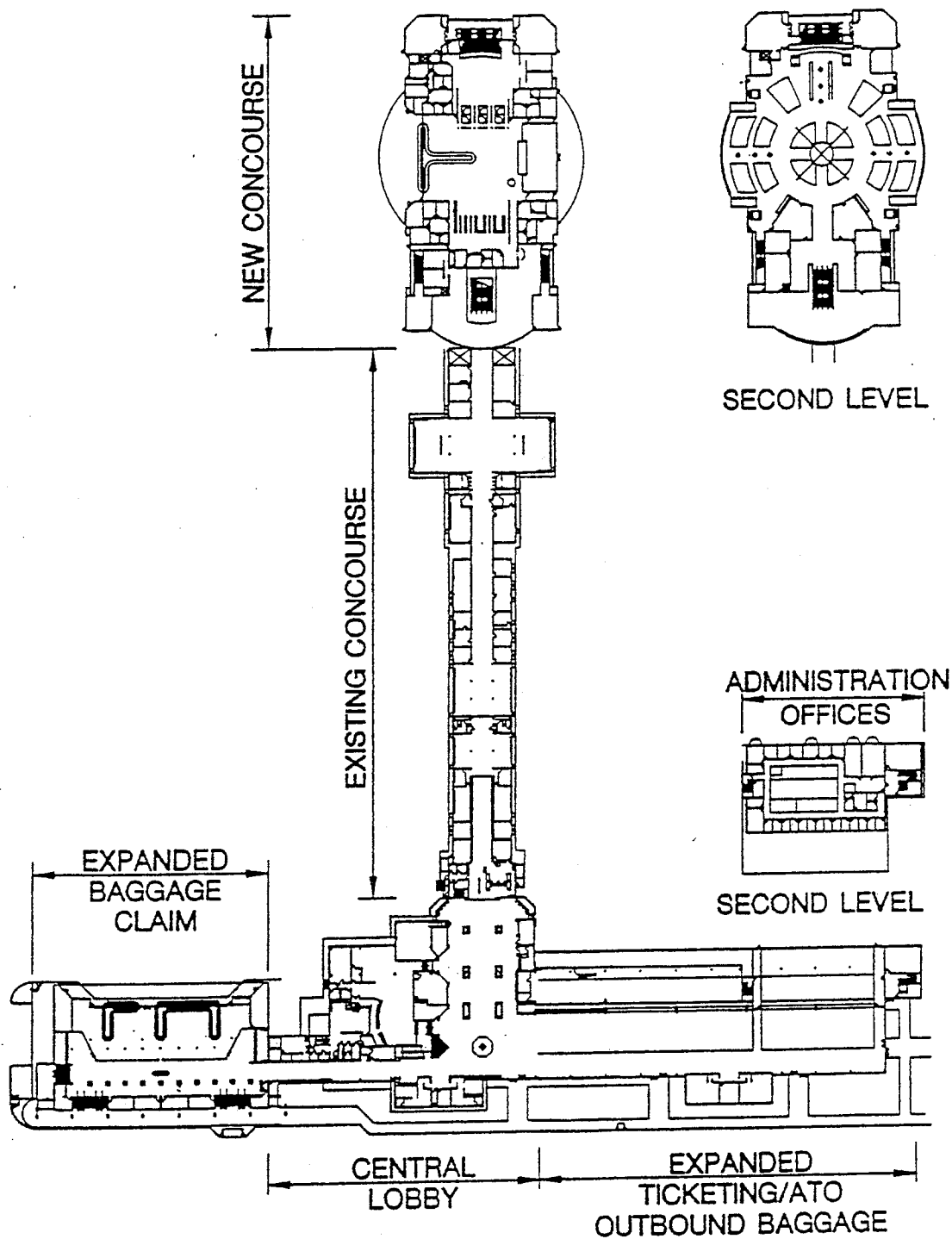
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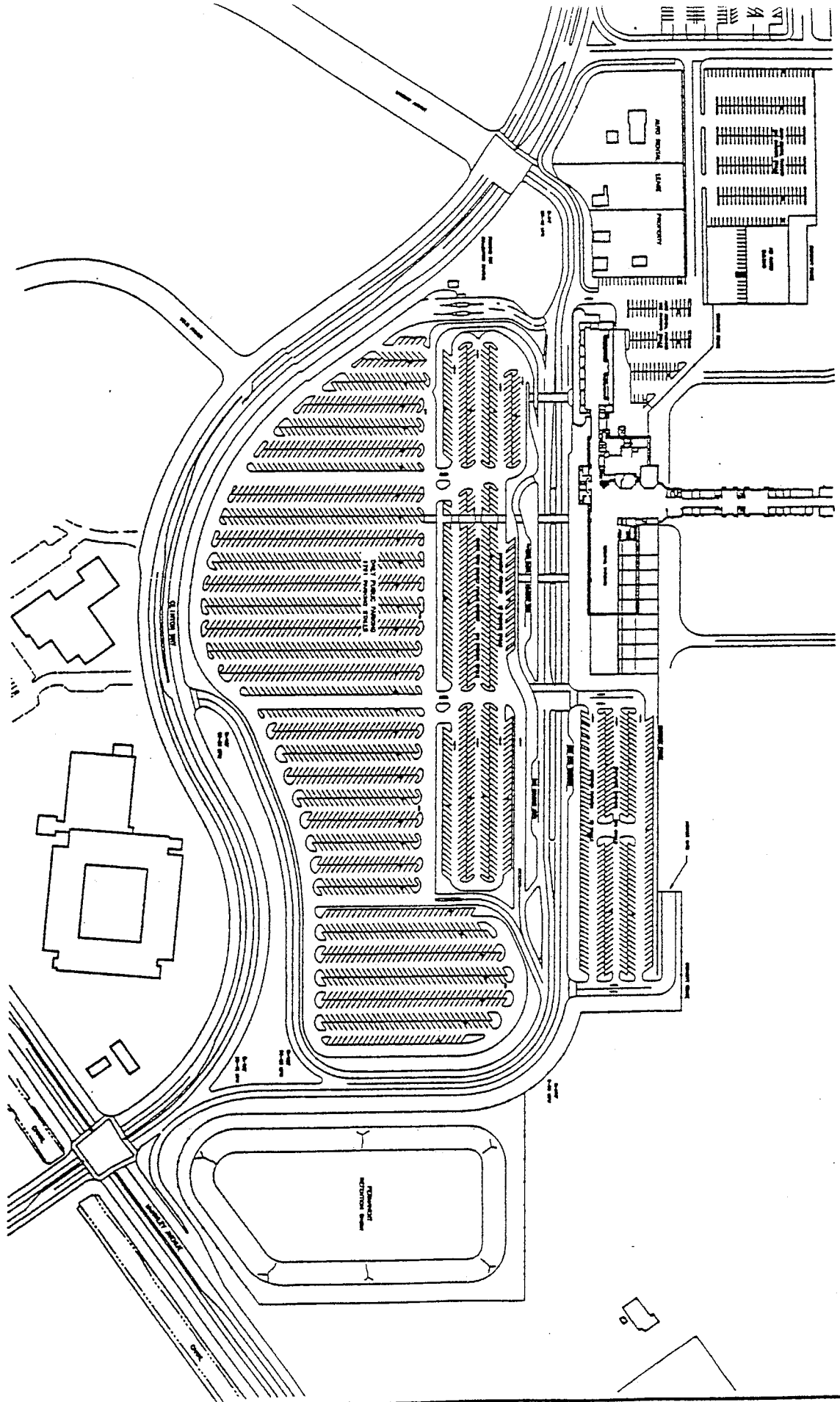
 <small>FREEMAN & INTERNATIONAL</small>	EXISTING AIRPORT AREA PLAN		<small>Sheet</small> 1





OVERALL PLAN

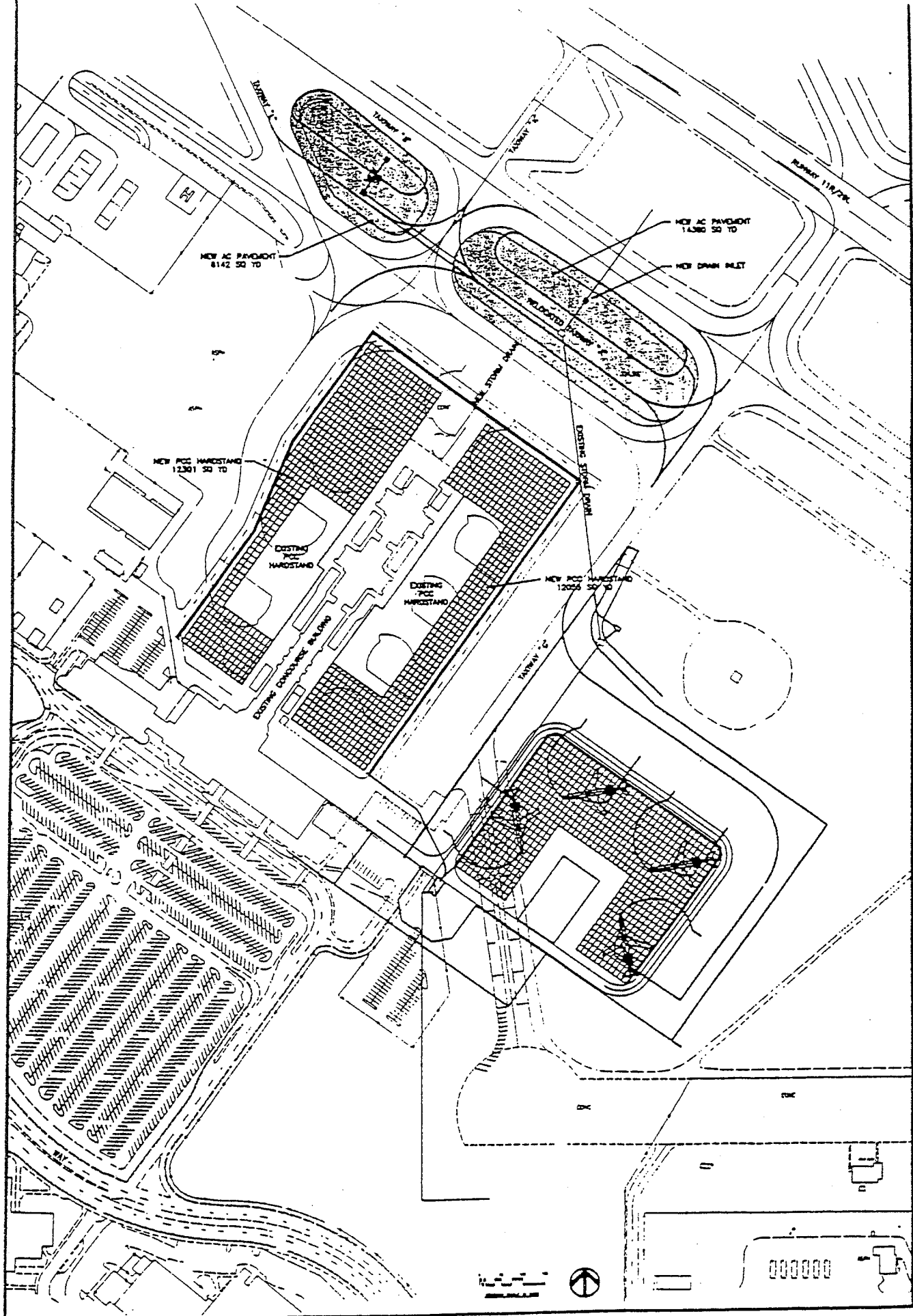




0 100 200 300
GRAPHIC SCALE (FEET)



SELECTED LANDSIDE DEVELOPMENT ALTERNATIVE



SECTION B - INVENTORY

1. TERMINAL

1. Introduction

The existing passenger terminal was opened in 1962. The concourse building was expanded to its current configuration in 1978 and baggage claim was expanded in 1987. The most recent improvement to the terminal building was the central terminal remodel opened in 1993. This improvement eliminated the pedestrian tunnel from the terminal building to the concourse by providing a ground level floor connection. The concourse building is scheduled to be remodeled in 1996.

2. Existing Terminal Facilities/Passenger Terminal Complex

The passenger terminal facility consists generally of a central lobby, ticketing area to the east, baggage claim area to the west, and gate concourse to the north. (Exhibits B-1 and B-2) The central lobby provides access to the other areas and also includes the restaurant/bar, gift and news shop, fruit shop, travel agent, video arcade, barber shop, restrooms, and American Airlines/American Eagle/Funjet Express ticket counters and offices. The ticketing wing contains ticket counters and offices for United Express, America West Express, SkyWest (The Delta Connection), Continental Connection, USAir Express, Northwest AirlinK, Alaska Airlines Commuter Service, Delta Air Lines, and Air 21 Airlines. The baggage claim wing contains the baggage claim lobby with two flat-plate claim units, and rental car counters (Avis, Budget, Dollar, Hertz, and National). The concourse includes the security checkpoint, gate holdrooms, snack bar, gift and news, espresso bar, airline and airport operations offices, and support facilities. There are fourteen gate holdrooms located on the ground level providing apron level passenger boarding to the aircraft. A summary of the existing terminal facilities and areas is shown in Table B-1.

Also existing within the Airport Operations Area (AOA) is the air cargo building currently utilized by the various airlines and air freight companies. This site may be utilized for a terminal annex for passenger service and/or an FIS facility.

3. Terminal Activity Levels

A typical days flight activities was obtained from the Official Airline Guide database to determine the current passenger and operational peak levels experienced at Fresno Yosemite International Airport. This information is divided into the maximum number of daily seats available for arriving and departing passengers

and the number of daily aircraft operations for a full days flight schedule. The air carriers share of the number of daily seats and operations is shown in Table B-2.

These passenger and operational numbers indicate the peak periods of demand placed on the current terminal facilities. Departing flights have their highest peak during the 6:00am to 8:00am period with 946 passenger seats and 20 aircraft operations. A smaller but significant peak for departing flights occurs during the 1:00pm to 2:00pm period with 481 passenger seats and 10 aircraft operations. Arriving flights have two peaks occurring during the 1:00pm to 2:00pm period and the 7:00pm to 8:00pm period with 593 passenger seats and 13 aircraft operations and 590 passenger seats and 14 aircraft operations respectively. The highest combined arriving and departing peak occurs during the 12:00pm to 1:00pm period with 1071 passenger seats and 23 aircraft operations.

A daily schedule for passenger seats and aircraft operations by hour derived from data processed during June 1994 is summarized in Tables B-3, B-4 and B-5.

4. Terminal Activity Observation

The passenger activity demands on the existing passenger terminal was observed for a typical days activity. Three major terminal areas, ticketing, baggage claim and holdrooms, were observed at peak periods to determine if any passenger flow or congestion problems are presently being experienced.

The ticketing area was observed immediately before and during the peak departure periods. The average passenger check-in time for passengers with baggage was observed to be similar to the industry average of approximately three minutes. While congestion and queuing problems do occur at peak periods this seems to be less a result of counter space available and more a result of staffing levels by the airlines.

The baggage claim area was observed at the peak arrivals periods. Design standards for baggage claim requirements indicate that claim frontage for a narrowbody aircraft should be approximately 3 feet per 25% of passengers. Assuming a 70% load factor for a narrowbody aircraft then 25% of approximately 100 passengers would yield a claim requirement of approximately 75 feet. Each claim device now provides approximately 70 feet of claim frontage, close to the required length. Peaks which were observed tended to congest the baggage claim lobby but not to degrees that reduced the level of service to unacceptable levels.

The locations where passenger level of service was the lowest occurred at some of the gate holdrooms. Gate 4 provides holdroom area for a narrowbody

departure. The industry standard for a narrowbody gate is 1,500 square feet. Gate 4 provides an area of approximately 800 square feet. With the short aircraft turnaround observed at this gate, meeters/greeters for the arriving flight and passengers for the departing flight occupied the same area. With a high load factor for the departing flight, gate occupants bled over into the adjacent Gate 3, primarily a commuter gate. This further crowded the area when a flight arrived or departed from Gate 3. Although other gates experienced high levels of activity at peak departure periods, levels of service remained high and holdroom seating remained available.

Observations of the security screening area and screening procedures resulted in no perceptions of passenger delays and screening times were compatible with industry standards.

2. LANDSIDE

1. Introduction

This section addresses the existing ground access facilities that link Fresno Yosemite International Airport to the regional highway system, the on-site airport roadway system, the auto parking facilities and the public transportation facilities available for passengers and employees.

2. Terminal Roadways and Circulation

Automobile access to the terminal and parking areas is provided by Parkway Road, a one-way loop roadway that becomes Kelly Way before intersecting with Clinton Way. Parkway Road provides access to both the long- and short-term parking lots, the employee parking lot, the passenger terminal area, the airline freight and baggage handling areas, and the rental car return area. Parkway Road is a two-lane roadway at the entrance intersection with Clinton Way and widens to a three-lane roadway in front of the terminal building. Curbside parking for passenger loading and unloading is provided on the north side of Parkway Road in front of the terminal building and metered diagonal parking stalls are provided on the south side of Parkway Road in front of the terminal building.

The current average daily traffic (ADT) on Parkway Road is 3,750 vehicles. Peak traffic currently occurs between 5:15 am and 6:15 a.m. in the mornings and 7:00 p.m. and 8:00 p.m. in the evenings. However, the times of the peak hour traffic are dependent on airline flight schedules and will vary. The average a.m. peak hour traffic is 360 vehicles and the average p.m. peak hour traffic is 396 vehicles. Monday mornings produce the largest a.m. volumes with about 500 vehicles passing during the peak hour. Friday evenings produce the largest p.m. volumes

with about 515 vehicles passing during the peak hour.

A single traffic lane has the capacity to carry about 1,000 vehicles per hour of uninterrupted flow, so the existing two-lane roadway is theoretically capable of accommodating up to 2,000 vehicles per hour without long delays. There is more potential for delays to the flow of traffic due to congestion from vehicles entering and exiting from parking stalls, parking lots and the curb side loading areas than there is due to the capacity of the roadway being exceeded. Parkway Road appears to be operating satisfactorily.

The Clinton Way/Parkway Road intersection at the terminal roadway entrance is currently an unsignalized tee intersection. Vehicles turning right onto Parkway Road from westbound on Clinton Way are provided with a separate merge lane. Clinton Way has four through lanes and a left turn only lane at the intersection. The intersection is satisfactorily conveying the traffic without long delays.

The Clinton Way/Kelly Way intersection at the terminal roadway exit is a signalized four-way intersection. Gateway Boulevard occupies the north approach to the intersection. Southeast bound Clinton Way has three through lanes and a right turn only lane for vehicles turning onto Gateway Boulevard. Northwest bound Clinton Way has two through lanes and a left turn only lane. Kelly Way has a single through lane, a left turn only lane and a right turn only lane. The intersection is satisfactorily conveying the traffic without long delays.

3. Access Routes.

Access to the passenger terminal area is from Parkway Road Via East Clinton Way. Vehicles trips to the airport that originate to the east or west of the airport mainly use McKinley or Clinton Avenues. Clinton Avenue becomes Clinton Way when the road curves to the south near the southwest corner of the airport property. Clinton Way intersects McKinley Avenue approximately 1,000 feet southeast of the Parkway Road Intersection. The Clinton Way/McKinley Avenue intersection is a four way intersection with Peach Avenue occupying the northbound approach.

Clinton Avenue and Clinton Way are both designated as collector roads by the *Fresno General Plan* prepared in 1984. Traffic counts taken in October of 1984 indicated that Clinton Way was carrying an Average Daily Traffic (ADT) of about 15,000 vehicles. If the traffic volume on Clinton Way has increased at the same rate as the growth rate of the population in Fresno (2.3%) then the current ADT on Clinton Way has increased to approximately 19,000 vehicles. The *Fresno General Plan* reports that Clinton Way is designed to accommodate an ADT of 20,000 vehicles. It appears that Clinton Way is currently operating satisfactorily.

McKinley Avenue is designated as an Arterial in the *Fresno General Plan*. McKinley Avenue has four lanes at the Clinton Way Intersection. Traffic counts taken in February of 1991 indicate that the ADT on McKinley Avenue at the Gateway Boulevard intersection was 20,600 vehicles. The ADT has increased to about approximately 22,250 vehicles because of general population increases. The *Fresno General Plan* states that the design capacity of McKinley Avenue is 24,000 vehicles per day. McKinley is currently operating satisfactorily.

Vehicle trips that originate south of Fresno Yosemite International Airport use primarily Clovis and Chestnut Avenues as travel routes to the airport. Vehicle trips that originate north of the airport primarily use Clovis Avenue and Willow Avenue. Traffic traveling south on Willow Avenue passes through a series of curves and are directed to Chestnut Avenue in the vicinity of the Airport.

Clovis Avenue is designated as an Arterial in the *Fresno General Plan*. Clovis Avenue currently has six through lanes at the McKinley Avenue Intersection. Traffic counts taken in January 1990 indicate that the ADT was 42,780 vehicles at the Clinton Avenue intersection. The current ADT is estimated to be about 44,500 vehicles using current population growth rates. The *Fresno General Plan* states that the design capacity for Clovis Avenue is 24,000 vehicles. However, a six-lane arterial can generally accommodate more than 24,000 vehicles and it appears that Clovis Avenue is operating with minimal congestion.

Vehicles traveling on Route 99 are directed by signage to use Clinton Avenue to travel to the airport. Vehicles traveling on Route 41 are directed by signage to use McKinley Avenue as access to the Airport. The State of California and Fresno County have plans to construct two additional freeways through Fresno, Route 180 and Route 168. Construction of these freeways will provide more direct access from Route 99 and Route 41.

The proposed Route 180 Freeway will replace the current Route 180 Highway and will serve as the major east-west route through the City of Fresno. Route 180 currently uses the alignment of Kings Canyon Road in the eastern part of Fresno City. The future freeway alignment will be about three-fourths of a mile south of Fresno Yosemite International Airport. The first segment of the Route 180 Freeway is currently under construction in the vicinity of downtown Fresno. The segment of the Route 180 Freeway that will serve Fresno Yosemite International Airport is planned to be constructed before 2005. Interchanges are planned where Route 180 crosses Chestnut Avenue, Peach Avenue, and Clovis Avenue. Peach Avenue will be the most direct route to Fresno Yosemite International Airport. The construction of the Route 180 Freeway will reduce the traffic burden on McKinley and Clinton Avenues.

The proposed Route 168 Freeway will begin at Route 180 and will traverse the City of Fresno in a north-south direction about one mile west of the Fresno Yosemite International Airport. The construction of the Route 168 Freeway in the vicinity of Fresno Yosemite International Airport is scheduled for 2003. Interchanges are planned at McKinley Avenue and Shields Avenues. McKinley Avenue will provide the most direct route from the proposed Route 168 to Fresno Yosemite International Airport.

4. Parking

The existing passenger terminal parking lot access and parking layout was improved in 1993 to have 916 long-term parking stalls and 326 short-term parking stalls, of which 102 stalls can be switched to long-term by moving chain barriers. There are also 11 fully compliant handicapped/disabled parking stalls in the short-term lot. Handicapped/disabled patrons receive two hours free parking and pay long-term rates after two hours. There are also 18 metered parking stalls along the south side of Parkway Road in front of the terminal building. Airport officials report that the long-term parking lot has not approached capacity since December 1992.

Both the long-term parking lot and the short-term parking lot have entrance locations on the tangent segment of Parkway Road closest to Clinton Way and in the segment of Parkway Drive just west of the main entrance to the passenger terminal. Each of the parking lot entrances has gates and ticket distribution machines. Parking rates are currently about \$7.00 per day in the short-term parking lot and \$5.00 per day in the long term parking lot.

Vehicles from both the long-term and short-term parking lots are directed through a single set of three parking fee collection booths. The booths can accommodate three lanes of traffic. Lines often form at the toll booths during times of peak traffic but the duration of the delays are generally less than three minutes and seldom exceed five minutes.

A curb side drop-off and pick-up area is provided in front of the passenger terminal on Parkway Road. The drop-off and pick-up area is about 500 feet long and will accommodate about 30 automobiles parked parallel with the roadway. Charter buses and courtesy vans also use this area. Taxies are provided with a reserved area of the curb side parking that will accommodate five or six cars.

The airport employees are provided with a separate parking lot located southeast of the terminal building and east of Parkway Road. The employee parking lot has 133 parking stalls and is accessed via Parkway Road. Employees are issued parking permits to affix to their vehicles that allow them to park in the employee

parking lot. Airport tenants are provided with a separate parking area near the east end of the passenger terminal with about 40 reserved parking stalls.

The rental car companies share a parking lot located north of the passenger terminal at the west end of the building. This lot has a capacity of approximately 120 vehicles. Approximately 114 of those spaces are reserved for autos that are ready to be rented. The rental car companies also have vehicle service and wash areas on the airport.

5. Transit Service

Bus service is provided to the passenger terminal by Fresno Area Express (FAX). Buses run Monday through Saturday 6:30 a.m. to 6:45 p.m. and Sunday from 10:30 a.m. to 5:45 p.m. The Air Terminal is served by a single bus route with service every half hour on weekdays and service less frequently on weekends. The closest bus stop is located on Parkway Road near the west end of the terminal. The fare is 75¢ to ride anywhere that FAX serves.

The Fresno Area Express also operates a dial-a-ride service. This service is designed primarily to accommodate senior citizens and handicapped individuals but anyone may use the service. The fare is 75¢ for senior citizens and disabled people and \$3.75 for all other riders to travel anywhere within the City limits.

6. Rail Service

AMTRAK operates four north bound passenger trains and four south bound passenger trains daily from a station located at Tulare and "O" Streets near downtown Fresno. Currently, there are very few airline passengers that use rail service as a mode of travel either to or from the Fresno area. There are some passengers that travel from outlying cities that have rail service but are not provided with commercial airline service. Hanford, Madera, Corcoran and Wasco are cities in the area that have rail service but do not have commercial airline service.

3. AIRSIDE

1. Introduction

This section of the inventory report describes existing airside facilities associated with the existing passenger terminal at the Fresno Yosemite International Airport (FYI). It also acknowledges the opportunities and constraints of the surrounding area that might influence the development of expansion alternatives for the terminal and support airside facilities.

Airside facilities consist of runways, taxiways and parking aprons where aircraft operations normally occur. The airside facilities associated with the terminal complex include taxiways and taxilanes required for the movement of aircraft from the terminal gate areas to and from the runways. They also include the apron areas required for the temporary parking of aircraft around the terminal to facilitate passenger enplaning and deplaning as well as providing for storage and circulation of ground support equipment.

The design of taxiway and apron area geometry is generally based upon design criteria included in FAA Advisory Circular AC-150-5300-13. These design guidelines provided horizontal design criteria by grouping passenger aircraft into five design groups according to wingspan. The design of the aircraft parking areas are predicted on the forecast aircraft fleet mix, means of maneuvering from the gate (power-out vs. push back) allowable parked aircraft wingtip clearance criteria, loading bridge geometry, and provision for ground equipment parking and access.

The grading requirements for the taxiway and apron paved surfaces depends largely on the design aircraft using that paved area and typically will not exceed two percent for taxiways and one percent for apron areas.

2. Apron Layout

The existing terminal apron is oriented in a northeast-southwest direction generally paralleling the terminal concourse. Aircraft access to this apron is provided by Taxiway "B" at the northerly edge and Taxiways "K", and "G" to the easterly and westerly edges. All three of these taxiways provide sufficient horizontal clearance to support design Group IV (widebody) aircraft.

The area of the existing terminal apron is approximately 50,000 square yards. As currently marked, the apron provides parking area for eleven gate positions.

These eleven gate positions provide nine narrowbody jet and two commuter aircraft positions. None of the air carrier aircraft parking positions at the terminal provide passenger loading bridges. The apron itself has a two-way service road at its perimeter.

3. Site Gradient

The drainage of the terminal area primarily relies on sheet flow. Storm water runoff is collected in infield areas to the northeast and southeast of the apron edge. A 42 to 45-inch diameter storm drain line directs this flow into a retention basin near the intersection of McKinley and Clinton Way.

To the northwest, a short storm drain (28 to 36-inch) and a series of catch basins collect and direct runoff into a 60-inch trunk line which ultimately discharges into the McKinley and Clinton Way retention basin.

4. Pavement Sections

Both asphaltic concrete (AC) and Portland Cement Concrete (PCC) pavement are found in the existing terminal apron. The AC pavement is used primarily in areas of aircraft circulation whereas PCC is used at areas designated for aircraft parking.

Currently, six of the eleven parking positions are paved with (PCC) hardstands. The Airport is in the process of designing hardstands for the remaining aircraft parking positions.

5. Apron Fueling

All aircraft fueling on the passenger terminal apron is done via fuel trucks.

6. Other Facilities

The area immediately to the southeast of the existing terminal apron, other than containing a remote transmitter and portion of an abandoned runway and taxiway, is essentially undeveloped.

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SECTION C - FORECAST AND DEMAND CAPACITY ANALYSIS

I. INTRODUCTION

To provide the basis for design alternatives for the expansion of Fresno Yosemite International a forecast and a demand capacity analysis were prepared. These are intended to provide a current analysis of the service levels and space requirements of the existing terminal building and to project future requirements based on forecast data. However, current passenger demands may not entirely reflect the potential demands in the future. Therefore, development issues are presented which may potentially influence the space requirements of the terminal. Scenarios for development are presented which reflect current and forecast levels of demand and also potential growth in passenger activity that may result from passenger growth not reflected in the current airline schedules.

Numerous sources have been included in the preparation of this Terminal Area Master Plan Update. Background information used in the development of the forecast, demand capacity analysis and facility program to date include:

1. The 1980 Preliminary Design Study for Expanded Passenger Terminal Facilities (by Peat, Marwick, Mitchell & Co.)
2. The 1989 Master Plan Update (by KMPG/Peat Marwick)
3. The 1992 Airport and Environs Plan
4. U.S. Department of Commerce, Bureau of the Census
5. Federal Aviation Administration, Terminal Area Forecasts 1996, AWP-CA, Fresno
6. California Transportation Department, Central California Aviation System Plan
7. California Department of Finance
8. Official Airline Guide (OAG) schedule records for July 1996
9. Terminal Lease Plans, City of Fresno, Department of Airports
10. Visual on-site verification of terminal facilities and activities
11. Airline & rental car company questionnaire responses
12. Dialogue, input and critiques from airport staff, airlines, and tenants.
13. Historical passenger and operations data, City of Fresno, Department of Airports.
14. Council of Fresno County Governments (FCOG) Statistics
15. Fresno City Abstract
16. Fresno Economic Development Corporation
17. Focus on Central California 1996

II. REGIONAL FORECAST ELEMENTS

A. Regional Market Expansion

In 1995, the Airports Department estimated that from 150,000 to 200,000 tickets sold in the Central Valley were for travel from airports other than Fresno Yosemite International. That was nearly 24% of all tickets sold within the Central Valley. In addition, based on a 1994 survey conducted by the Mexican Consulate, an estimated 600,000 tickets were sold to Mexican destinations for Central Valley residents who traveled on the ground to LAX, SFO, San Jose and Oakland for departure. Over the past year, the Airports Department has been actively marketing the convenience and price competitive advantage to flying out of Fresno. In 1992 Fresno operated through two hubs, San Francisco and Los Angeles; today Fresno operates through seven major hubs providing service to anywhere in the world on nearly every air carrier.

B. Aircraft Trends

The nature of aircraft operations in Fresno is changing to meet the demand. (Table C-1) The large aircraft from the 1970's gave way to small commuter aircraft in the late 1980's and early 1990's. With the growth of regional travel the trend has shifted again and the Metroliners, Brasillias, and Jetstreams are now being replaced with Fokker 28 and 70, Bae-146 and other regional aircraft as well as the increased use of 727 and 737 aircraft. The use of smaller, 19 passenger, aircraft has been steadily declining at Fresno Yosemite International since 1985 and large 30 passenger commuter aircraft now provide the majority of passenger service.

More important to the demands on terminal facilities, is the increase in large aircraft that now accounts for about 23% of the operations at Fresno. The trend toward larger aircraft means greater numbers of enplaning passengers departing at a particular time placing greater demands on departing passenger processing and requiring more passenger holdroom area. Also, larger aircraft means greater numbers of arriving passengers will need to be accommodated by baggage claim facilities. The ability to accommodate the wide variety of aircraft and meet the demands of expanding service requires flexibility in planning and design, with paramount consideration given to the safety and security of the passenger.

C. Market Competition

Another positive factor stimulating growth is a competitive market in which 1996 round trip average fares to the four major Fresno destinations are more than four dollars lower than the eleven year average of \$96.99. (Table C-2) Travelers who have driven to larger nearby airports to save on fares are now traveling from Fresno as evidenced by an over 29% increase in passenger traffic over last year.

III. FACTORS AFFECTING DEMAND FORECASTS

A. Economic Base of the Air Service Area

In today's deregulated environment, the strength of the economic base of the community served by an airport is a major factor in determining the type of service that it receives. Therefore, it is important to examine the economic characteristics of the area served by the airport in order to form a basis for future activity and growth. The factors which are usually used as indicators are population, employment and income. For this analysis the air service area for Fresno Yosemite International is defined as the counties of Fresno, Kern, Kings, Madera, Mariposa, Merced, San Joaquin, Stanislaus, and Tulare in the Central Valley of California.

1. Population

Table C-3 presents the population growth characteristics for Fresno county and the rest of the Central Valley. The data indicates that during the 1970's and continuing into the 1990's the population of Fresno County and of the rest of the Central Valley grew at a rate greater than California and significantly greater than that of the United States. "Population growth continues to provide an impetus for an expanding Central Valley economy. The region is one of the fastest growing parts of the nation. Five of the top eight fastest growing counties in the state are in the Central Valley".¹

California demographic experts project a doubling of the population to nearly 1.6 million in the next two decades in the primary service area of Fresno Yosemite International Airport. Further it is projected that Fresno and Tulare counties will soon have Hispanic majorities. By the year 2003 Hispanics in Fresno are projected to comprise a majority 43% of the population with white non-Hispanics comprising 40%. It is also projected that Asians minorities will make up about 16% of the population.² This projected increase in minority

¹ Focus on Central California 1996

² Kiplinger's Forecast

population in the next twenty years will stimulate international traffic destined for Fresno requiring significant increases in the processing demands of international arriving passengers. "Immigration is often perceived as a negative because it has fueled unbridled population growth, but it has also created ties among ethnic groups in the U.S. and in other countries (particularly among those of Hispanic and of Asian origins that few regions of the country can boast of). This connection has helped the Central Valley extend its commercial influence to foreign markets. International exports are the fastest growing segment of many of the Central Valley's largest firms. The overall business sentiment in the Central Valley has been positive.³ A survey of businesses in the Fresno area in 1995 demonstrated that expanding minority populations are expected to stimulate international commerce and increase demand for international air service. Of those businesses surveyed, approximately 40% expected their business to expand in 1995 and 1996 while less than 5% expected their business to downsize.⁴

2. Employment and Income

Table C-4 presents historical non-farm employment and personal income for Fresno County and the rest of the Central Valley. Fresno County has experienced a steady employment growth from 1990 to 1995 in spite of an economic recession and a period of slow recovery in California while the state of California as a whole experienced a decline in employment for 1990 to 1993 and has showed its recovery only in the last two years. Overall the Central Valley fared better than the state during the same five year period. The Central Valley's recovery from the last recession has been steady and ahead of California indicating that the growth in population has resulted in new jobs. Table C-4 also shows that personal income also increased at a higher rate for Fresno County and the rest of the Central Valley than in California. This would indicate that the buying power for the region was increasing as personal income and disposable income increases at a rate greater than that of the state. In the period from 1990 to 1994, personal income in the Central Valley increased almost a whole percentage point over the California rate. The Central Valley was clearly leading the way out of the recession. As the economy continues to improve, consumers will continue to have more disposable income to spend on travel and Fresno Yosemite International will benefit most if it can provide facilities to keep up with the demand and quality of other airports.

³ Focus on Central California, 1996; Business Sentiment Survey, 1995

⁴ Ibid.

3. Conclusion

The economy of the air service area is an important factor in determining the level of demand for air transportation. Based on the data presented, it appears that the air service area will continue to experience growth in population, at rates greater than those expected in California and the United States. More significantly, the data indicates that employment and personal income has recently increased at a rate greater than state wide levels providing further evidence of a growing regional economy. The increasingly growing population base coupled with growth in employment and income will significantly add to the demand for all products and services and air service in the Central Valley will also need to expand to meet the travel demands of a rapidly growing economy.

B. Impact of Low Cost Carriers

Enplanements 1996 showed a substantial increase over 1995 and are expected to continue to grow. (Tables C-5 and C-6) Like many cities, Fresno has benefitted from low cost carriers and overall O&D activity has increased substantially. Morris Air was responsible for a 10% jump in enplanements from 442,444 in 1992 to 494,332 in 1995. A similar, but greater impact is being felt by Air 21's presence (a low cost carrier). With the addition of low cost carriers, enplanements have been averaging 48,200 passengers per month in CY 1996, compared to an average of 39,200 per month for the same period in CY 1995. This increase is projected to result in a 30% increase in enplanements from 1995 to 1996.

C. Impact of International Service

Fresno Yosemite International will clearly become the focus for international trade in the Central Valley and international facilities need to be provided now to meet future demands. Currently Fresno Yosemite International Airport does not have the facilities to process the potential international travel generated by this increasingly large minority population and stimulated international trade. With just one scheduled international flight per day flying a narrowbody aircraft to Mexico, passenger enplanements could increase by 55,000 passengers per year. International service to Mexico will likely become a reality in 1997 at Fresno Yosemite International with passenger enplanements potentially expanding to the levels described above by the end of the year or sooner.

The Airports Department is factoring population growth trends into its planning process. The demographic projections predict that Hispanics will make up 50% of the population of both counties. It is expected that the demand for international service will expand to accommodate this growth. Fresno is already a designated Port of Entry

and has three Mexican air carriers expressing interest in initiating service to and from Mexico. Therefore, a Federal Inspection Facility will be a necessity to process arriving passengers. If the market is proven by one carrier then competition would likely add more international service at Fresno increasing passenger enplanements and arrivals processing even more.

IV. HISTORICAL AVIATION ACTIVITY

To accurately size terminal facility requirements, estimates of present and future passenger demand are required. These forecasts typically range from annual passenger forecasts at a macro-level down to peak hour/average day/peak month passenger and airline activity levels at a micro level. To provide an accurate benchmark of passenger activity which may be used to estimate future activity levels, historic data must be reviewed and used to update the activity forecasts. These updated forecasts then serve as reference points in the development of design information.

A. Historical Airline Activity

As with passenger and aircraft operation activity during this period the number and types of carriers offering service at Fresno has been variable. During the ten year period from 1985 through 1996 no less than twenty nine carriers have served Fresno with eleven currently in service. Nine airlines have entered the market and subsequently dropped out, and four carriers initiated service at Fresno in 1995.

Two major airlines, American Airlines and Delta Air Lines, continue jet service along with low cost carriers Air 21 and America West Express. There is also very strong participation by American Eagle and Skywest Airlines, United Express and by the other regional carriers.

B. Historical Passenger Enplanements.

Since the most recent Master Plan Update in 1989, passenger traffic at Fresno Yosemite International has shown a somewhat erratic pattern of growth, ranging from a positive growth of 29.6% in 1996 to a negative growth of -10.5% in 1988, with an average growth through the period of 1986 through 1996 of 3.82%. (Table C-7) During the period of 1986 through 1990, the Major and National (M&N) carriers had increasing growth rates of 1.21%. In 1986 and 1987 there was dramatic growth of 58.5% and 30.5% respectively in Regional and Commuter (R&C) passenger enplanements followed by three years of negative growth, resulting in a five year average increase of 1.72% for R&C passenger traffic. (Table C-8) The average for the five years 1985-1990 for all carriers was a 1.97% yearly increase in passenger enplanements. (Table C-7) The six year period of 1990 through 1995 showed an

average increase for R&C carriers of 27.3% while the M&N carriers had an average decrease of -10.74%. (Table C-8) The average yearly increase passenger enplanements for the period was 5.37%. (Table C-7)

The pattern exhibited at Fresno of traffic shifting from M&N carriers to R&C was common at many smaller airports during a very difficult financial time for the M&N carriers. The average annual rate of passenger enplanements, however, has increased through the period at 3.82%. (Table C-7)

C. Historical Aircraft Operations.

The eleven year average increase for departing aircraft operations shows an increase of 5.83%. A decrease of -11.34% in M&N carrier operations was countered by a 9.76% increase in R&C operations. During the period the enplaned passengers on M&N carriers per aircraft increased from 48 in 1985 to a high of 82 in 1996. The resultant changes in seats from 5 to 15 over the period was due to a larger commuters aircraft and a general increase in aircraft load factors on all aircraft.

V. FORECAST METHODOLOGY

Two primary methods of passenger forecasts were used: top-down forecasts such as Federal Aviation Administration Terminal Area Forecasts and Central California Aviation System Plan Forecasts; and, bottom-up forecasts based on historical data from the City of Fresno. Top-down forecasts are based upon a distribution of national or state totals for passenger enplanements to specific airports. These forecasts are based largely on historic market shares and do not consider regional influences and market trends. Bottom-up forecasts are based upon economic generators at a specific airport and that may use historical data as a base and forecast activity based on continued market trends and other influences such as the local economy, start up airlines offering low fares, and new markets such as international routes.

A. FAA Forecasts

Preliminary FAA Forecasts for Fresno Yosemite International for 1996 indicate an average annual growth in passenger enplanements to the year 2010 of approximately 4.4%. This forecast is projected from 1995 enplanement figures and does not reflect the growth that is projected for 1996. From a base of 484,860 passenger enplanements in 1996, the FAA forecast projects a passenger enplanement level of 891,620 in 2010. The forecast also indicates that Major & National carrier passenger enplanements will grow at a steady 3.7% over the 15 year period. However, Regional and Commuter passenger enplanements will show a surge of 7.1% through 1996 and continue to grow at rates higher than M&N carriers through the 2005-2010 period

when R&C enplanements are projected to increase 5.0%. This indicates the strength of Fresno Yosemite International as a regional airport. The greatest growth predicted by the FAA forecast is in US Flag International carriers. These forecasts range from a high for the 1995-2000 period of 7.8% declining to 4.4% in the 2005-2020 period.⁵

B. Central California Aviation System Plan

The Central California Aviation System Plan (CCASP) for 1996 forecasts passenger enplanements at low and high levels. These forecasts use a base for 1995 that is the same as the FAA's. They differ from the FAA's in predicting greater growth for the forecast period for both the low and high forecasts. The CCASP low forecast results in a passenger enplanement level of 1,085,100 for 2010 and a high level of 1,335,800 or approximately 22% and 50% higher than the FAA respectively. The state plan indicates a surge in passenger enplanements statewide to the year 2000 with growth leveling off to parallel the FAA forecast to the year 2010. This pattern is also evident in the Fresno forecast. The CCASP also recognizes Fresno's position as a regional airport and bases its high forecast on the successful development of a regional hub with connecting services.⁶

C. Times Series (Regression) Model

A times series, or regression, model is based on the assumption that long term trends are predictable solely on historical activity levels. Yearly variations around the trend are considered temporary events. For Fresno Yosemite International the model was based on historical trends from 1986 through 1996. As noted there was both growth and decline in passenger enplanements in this period but the average annual growth was 3.82%. This growth projected to the year 2010 would result in an annual passenger enplanement level of 1,046,993.

D. 1989 Airport Master Plan Update

Forecasts from the 1989 Master Plan Update were utilized as comparison only. The high and low forecasts presented such a wide range (2.9% to 4.8% annual growth in passenger enplanements) that all of the above forecasts fall within that range. An average of the high and low forecasts results in a 3.85% annual growth rate that is similar to historical trends.

E. National Aviation Trends

⁵ FAA Terminal Area Forecast, AWP-CA, Fresno

⁶ Central California Aviation System Plan Forecasts, 1996 (Preliminary)

The FAA projects national growth rates for air carriers between 1995-2000 at 4.1%. Enplanement growth for commuters for the same period is forecast at 8.1% and international enplanements is forecast at 5.4%.⁷ The 1994-2013 annual increase in passenger traffic estimated by Boeing Commercial Airplane Group was 4.0% for North America.⁸

VI. TERMINAL AREA MASTER PLAN UPDATE FORECAST

1996 will end with a significant increase in passenger enplanements at Fresno Yosemite International, increasing at a projected 29.6% over 1995. All indicators point to the impact that the addition of low-cost carrier service and international service will have on Fresno's growth. This Terminal Area Master Plan Update has assumed that its forecast will use the 1996 passenger enplanement figures as a base and project future levels from there. An annual growth rate of between 3.5% and 4.5% is forecast for Fresno Yosemite International. The Terminal Area Master Plan Update (TMP) forecast is compared on Table C-9A and Table C-9B to the other forecasts cited above.

It is assumed for the TMP forecast that the almost 30% increase in passenger enplanements at Fresno Yosemite International will be maintained and the TMP forecast uses this 1996 passenger enplanement level as its base. With a base in 1996 of 673,114 passenger enplanements the TMP low forecast of 3.5% will result in annual enplaning passengers in 2010 of 1,089,566 or approximately 22% higher than the FAA forecast, and approximately the same as the CCASP low forecast of 1,085,100 passenger enplanements. Table C-9B shows that the TMP low forecast from 1996 is somewhat parallel to the FAA forecast indicating similar growth rates from differing base passenger enplanements. The TMP high forecast of 4.5% will result in annual enplaning passengers in 2010 of 1,246,570 or approximately 38% higher than the FAA forecast, and approximately the same as the CCASP average forecast of 1,210,450 passenger enplanements. The TMP high forecast is still below the 1992 Airport and Environs Plan average forecast of 1,288,244 passenger enplanements in 2010.

VII. DEMAND CAPACITY ANALYSIS

The existing terminal and airfield facilities form an important point of departure in the evaluation of future terminal requirements. When combined with facility requests of the various terminal tenants, industry design standards, and forecast activity levels, a sound basis for projecting the baseline demand capacity analysis may be achieved.

⁷ FAA Terminal Area Forecast, AWP-CA, Fresno

⁸ Current Market Outlook, Boeing Commercial Airplane Group, 1994

This baseline demand capacity analysis is then utilized to explore the scenarios which are indicated by the development issues.

A. Existing Terminal Facilities

An important part of developing facility requirements for new terminal facilities is an understanding of how the existing facilities function and serve the needs of the passengers and tenants. This provides the designer, owner, and tenants with a basis for comparison between the existing facilities and those to be provided in the new facilities.

The Inventory Task of this study presented the individual areas and quantities itemized by function and organized by operating area of the terminal. By contrasting the existing facilities with those resulting from the selected program criteria, a comparison may be made between what exists and those facilities which would be required to meet existing demand levels. While future facilities will actually be designed to support a future activity level, this comparison is valuable in that it both identifies any commonly acknowledged shortcomings or growth potential in the existing terminal. Table C-10 provides a comparison between the existing terminal functional areas and the extent that these areas meet the current, 1994, passenger demands. For all areas the terminal currently meets and exceeds demand. The column headed 1994 shows current facilities provided and the potential passengers served by those facilities is shown in the column Demand @ Capacity. For example the ticket counters now serve 209 peak hour passengers and can potentially serve 456 peak hour passengers. None of the terminal areas indicate that even 50% of the capacity is achieved at peak periods.

B. Current Scheduled Activity

The OAG schedule data for July 1996 was used to update and validate the peak hour passenger ratios as well as to evaluate current fleet mix and gate utilization parameters. Tables C-11, C-12, and C-13 present the results of a peak hour analysis of scheduled seats and operations on a typical weekday using the July schedule. From Table C-11 it may be noted that the peak hour departure activities typically occurs in the early morning between 6:00am and 8:00am. Another shorter enplaning peak occurs between 1:00pm and 2:00pm. From Table C-12 it can be seen that two very similar peak hour arrivals activities occur between noon and 1:00pm and between 7:00pm and 8:00pm. Combined peak hour arrivals and departures are shown in Table C-13.

C. Airline Facilities

Airline facilities, in the form of gates and terminal lease areas, constitute a major

portion of the leasable and functional areas of the terminal. This data serves as an important point of departure for the consideration of any future requirements.

Airline facility requirements were solicited via a questionnaire distributed to the airlines in July 1994. These questionnaires requested airline forecasts of activity and specific facility requirements for the 2000 and 2005 time frames. Data has been used as provided on the written responses and missing information has been input from existing lease data.

In addition, personal interviews with the local Fresno representatives of the air carriers were conducted to provide information on the typical passenger usage at Fresno Yosemite International. This passenger information was used to fine tune criteria in the demand capacity analysis that may be unique to Fresno Yosemite International.

D. Rental Car Facilities

Rental car facilities, in the form of ready/return parking spaces and terminal lease areas, also constitute a major portion of the leasable and functional areas of the terminal. Rental car company facility requirements were also solicited via a questionnaire distributed in late July 1994 which requested specific facility requirements for the 2000 and 2005 time frames. Data has been used as provided on the written responses with two of the five rental car companies having responded in written form.

E. Airside Analysis

This section presents an operational study which establishes the planning parameters for aircraft parking and taxiing on the passenger terminal apron. Furthermore, FAA design standards for the preliminarily defined design aircraft are determined and applied to apron layouts in support to basic terminal concepts. Illustrations, as required, are included to clarify the text. It should be noted that these standards and recommendations complement, but are not intended to take precedence over aircraft operating rules and procedures.

The planning of the proposed facilities must address the long range goals and anticipated role and function of the airport. The ability to satisfy the objectives of the airport over a long period of time requires that planning standards reflect the anticipated demand, and also, that as far as possible, the expansion capability is not restricted through the planning process. Attention to airside geometric standards is therefore a critical issue.

1. Design Aircraft

Airside geometric standards reflect the relationship between the anticipated aircraft's physical characteristics and the dimension of certain airport elements. From previous analysis conducted during the Terminal Area Master Plan Update, it has been determined that FAA Airplane Design Group III (ADG-III), which include aircraft with wingspans from 79 feet up to but not including 118 feet, will cover the type of aircraft anticipated to serve the Airport within the planning period. Typical air carrier aircraft in this group include B-727, B-737 and MD-80.

Although the B-757 by virtue of its wingspan (124.8 feet) is technically considered a ADG-IV (B-767, MD-11) by FAA criteria, it is an aircraft commonly used by the airlines in narrow body facilities. Because of its popularity, we believe that it is prudent planning to account for this aircraft use in the future. The additional geometric requirements needed to accommodate this aircraft are insignificant and will have minimal cost impacts in the overall cost of future terminal improvements.

2. Terminal Apron Gate Types

The terminal gate type dictates the clearance requirements for parking aircraft. Based on the criteria defined in the FAA Advisory Circular 150/5360-13 "Planning and Design Guidelines for Airport Terminal Facilities", ADG-III is included in Gate Type A. The clearance dimensions associated with this type of gate, including specific requirements for the B-757, for power-in/push-out configuration are shown on Exhibit C-1.

3. Taxilane/Taxiway Dimensions

Relevant taxiway and taxilane planning and design standards for airplane design groups were obtained from Advisory Circular 150/5300-13 "Airport Design", and are discussed in the following subsections. A *taxiway* is defined as a path established for the taxiing of aircraft from one part of an airport to another whereas a *taxilane* is defined as the portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

a. Separations

The parameters affecting the taxiway/taxiway or taxiway/taxilane separations are the wingspan and the wing tip clearance. The recommended separations for ADG-III, and the B-757 specific, are listed below.

<u>Item</u>	<u>ADG-III</u>	<u>B-757¹</u>
Taxiway Centerline to: Parallel Taxiway/ Taxilane Centerline	152 feet	160 feet
Fixed or Movable Object	93 feet	98 feet
Taxilane Centerline to: Parallel Taxilane Centerline	140 feet	148 feet
Fixed or Movable Object	81 feet	85 feet

¹Rounded recommended dimensions

Source: *FAA AC 150/5300-13 Airport Design*
FAA Airport Design Program AD Version 4.1B

b. Width

Full strength pavement should be sufficient width to provide adequate clearance between the outside wheels and the pavement edge. This clearance permits normal deviations from the taxiway centerline on the intended path while taxiing at 20 mph. The recommended taxiway width for ADG-III is 50 feet. It should be noted the FAA recommends a taxiway width of 60 feet for aircraft with a wheelbase of 60 feet or greater.

Taxiway shoulders, where required, provide a stabilized surface that minimizes the possibility of blast erosion and engine ingestion problems associated with jet engines that overhang the edge of the taxiway pavement. For ADG-III, the recommended shoulder width is 20 feet.

c. Taxiway Safety Area (TSA)

The taxiway safety area is a cleared and graded area centered along the taxiway centerline capable of supporting maintenance and fire fighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft. The recommended TSA width for ADG-III is 118 feet.

d. Taxiway Object Free Area (TOFA)

As with the TSA, the TOFA is an area centered along the taxiway

centerline. The clearing standards preclude service roads, parked aircraft, and objects, except for air navigation and aircraft ground maneuvering purposes. The OFA width for ADG-III for taxiway and taxilanes are 186 and 162 feet respectively.

e. Taxiway Intersections

The FAA has developed recommended taxiway geometries for taxiway intersections. The critical dimensions for ADG-III are listed below.

Centerline Radius	100 feet
Length of lead-in to fillet	150 feet
Fillet Radius	60 feet

VIII. TERMINAL PLANNING CRITERIA

A. Development Issues

Development issues focus on planning concerns for the development of existing and future terminal facilities which may not be strictly demand/capacity oriented. Questions of relative efficiency and functional relationships are especially important in "fine tuning" an existing facility or planning for expansion. Under conditions of high demand and limited expansion potential, each area available for development may have several possible uses.

1. 1992 Airports and Environs Plan Development Issues

The 1992 Airports and Environs Plan identifies several modifications to the Passenger Terminal Building. Some of these improvements have been completed such as the at-grade pedestrian connector from the terminal building to the concourse. Other modifications that were suggested but have not been implemented include:

- a. Expansion of the east end of the terminal building to expand ticketing/ticketing lobby, airline offices, and baggage handling.
- b. New second level hold rooms north of the expanded terminal building for three aircraft gate positions.
- c. New baggage claim facility easily accessible from the new second level hold rooms.
- d. Modifications to the public areas of the terminal building to accommodate increases in passenger demand.

2. Second Level Aircraft Boarding

All passenger aircraft at Fresno Yosemite International are currently ground level boarded. The City of Fresno and the Department of Airports have expressed the desire to provide some gates with passenger boarding bridge access to the aircraft. This would require either modifications to the existing passenger concourse or an expansion of the passenger terminal to provide new second level hold room facilities. Other facilities that would be provided which would support second level hold room facilities would include food concessions, a gift and news shop, and restrooms. The size and number of hold room gates will be determined by the peak requirements for aircraft gates capable of being serviced by passenger boarding bridges.

Fresno has an active disabled community and the City of Fresno has sought full compliance with ADA standards. Air steps or external loading ladders provide an unacceptable method of enplaning passengers. This coupled with the hot summers where temperatures routinely exceed 100 degrees and wet rainy winters have established a need to protect the passengers from the elements. The need for loading bridges in temperature controlled environments has been voiced throughout the community for several years.

3. Federal Inspection Services Facilities

Currently there are no direct international flights that terminate or originate at Fresno Yosemite International and the terminal facility does not provide a Federal Inspection Services (F.I.S.) facility. By providing F.I.S. facilities in an expanded passenger terminal direct non-stop flight could be operated to Mexico. Local travel agents have reported that 600,000 tickets to Mexico were issued to travelers that chose to drive to other airports such as San Jose, San Francisco or Los Angeles, that might use Fresno Yosemite International if direct service to Mexico were provided.

The areas required by the Federal Inspection Agencies for F.I.S. facilities sized to serve 150 and 300 passengers per hour (one or two narrow body aircraft) are shown in Table C-14. The area requirements for a 150 passenger per hour F.I.S. facility are included in options that provide for international service.

4. Airport Administration Offices

The Department of Airports administrative offices will be relocated to the passenger terminal building when the facility is expanded. Questionnaires were provided to the Department of Airports staff and space requirements

have been determined by the results of those questionnaires.

B. Airfield Development

The 1992 Airport and Environs Plan for Fresno Yosemite International presented a number of recommendations for short term airfield improvements to be implemented through the year 2010 and long term airfield improvements to be implemented after 2010. This Terminal Area Master Plan Update does not require any changes to the recommendations presented. These improvements are summarized as follows:

1. Over the long term, widen Runway 11R-29L to 150 feet to accommodate the interim use of this runway by jet aircraft, the operational performance of which require a 150 foot wide runway.
2. Install a Category II instrument landing system (ILS) on Runway 29R. Together with the already installed runway touchdown zone and centerline lighting systems, this ILS Cat. II would allow passenger aircraft to operate during restricted weather conditions.
3. As part of the implementation of the FAR Part 150 Airport Noise Compatibility Program, install a Category I ILS on Runway 11L to insure a minimum noise footprint for aircraft approaching to land on this runway.
4. Relocate the existing joint use helistop to an area north of the tower, adjacent to Taxiway P and S to accommodate based and transient civil and military helicopters while assuring a higher level of operational safety and the positive access control of persons in the air carrier ramps restricted area, in accordance with airport security requirements.
5. Construct connecting taxiways from Taxiway C, as needed, to provide access to the future air cargo and corporate aviation area north of the airfield.

IX. CONCLUSIONS AND JUSTIFICATIONS

All indicators show that Fresno Yosemite International will continue to experience the growth that will require the planning and implementation of an expansion of the passenger terminal facilities. A summary of regional issues, forecast data, and development issues contributing to this need to expand include:

- A. An expanding passenger market now being proven with substantial growth in domestic enplanements and planned international service.
- B. The trend from small to large aircraft that will place greater peak hour demands on terminal facilities.

- C. A growing local economy with growth in population, employment and personal income at levels greater than California or the United States.
- D. Historically, Fresno Yosemite International enplanement activity is posting a 10 year average increase of 3.82% which does not reflect the traffic driving to other California airports. 1996 enplanements are predicted to increase by 29.6% over the previous year.
- E. The 11 year average for departing aircraft operations shows an increase of 5.83%.
- F. FAA forecasts project annual passenger enplanements to increase at an average of 4.5% annually through 2010.
- G. California forecasts for the same period range from 5.3% to 6.8% annual growth.
- H. Boeing Commercial Aircraft Group projections for enplanement increases for North America are 4.0% through 2013.
- I. The need to upgrade terminal facilities to provide passenger amenities expected in a first class terminal facility such as second level aircraft boarding, more variety in concessions, and uncrowded passenger processing and holdroom areas.

Table C-1
Larger Aircraft into Fresno

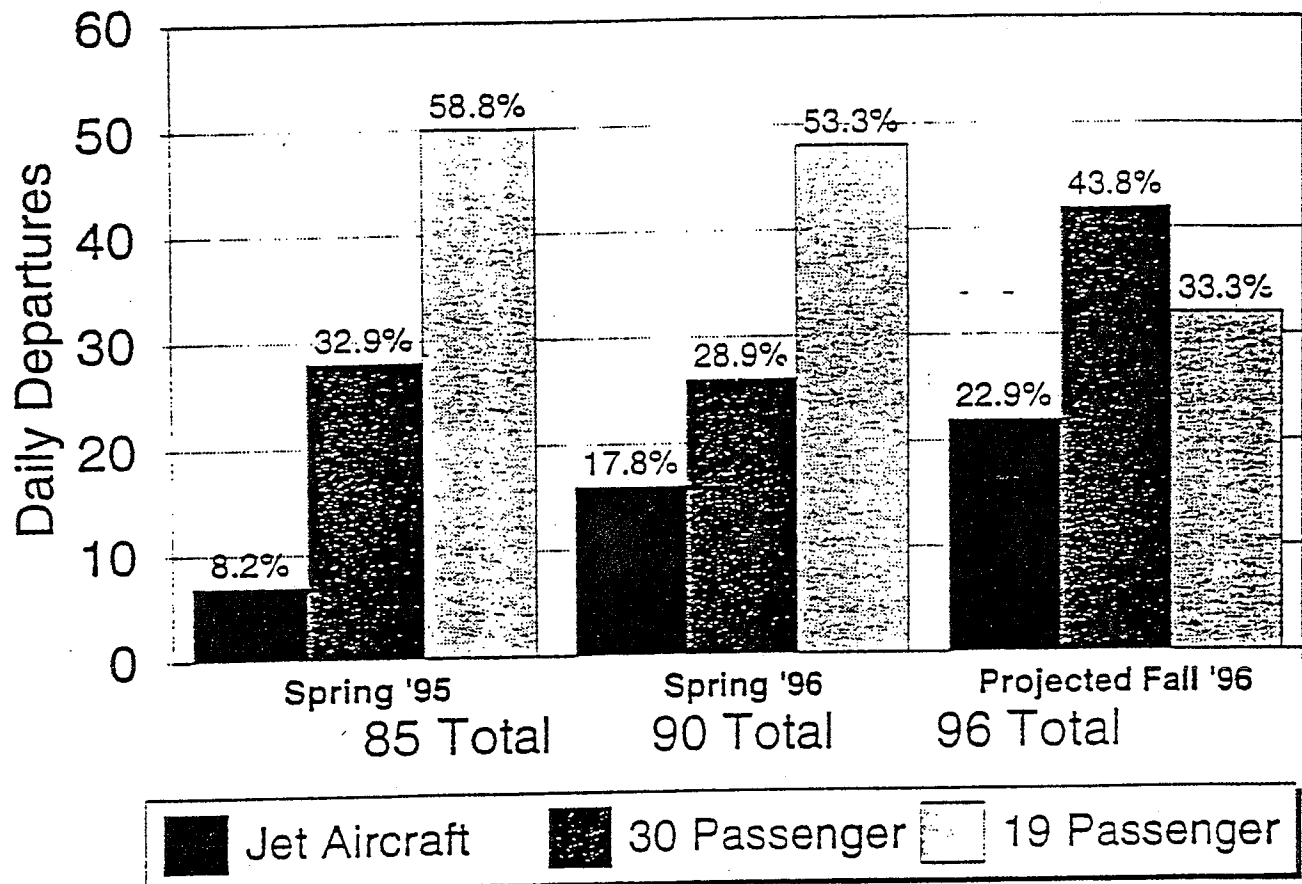


Table C-2
Historical Annual Average Round Trip Air Fares

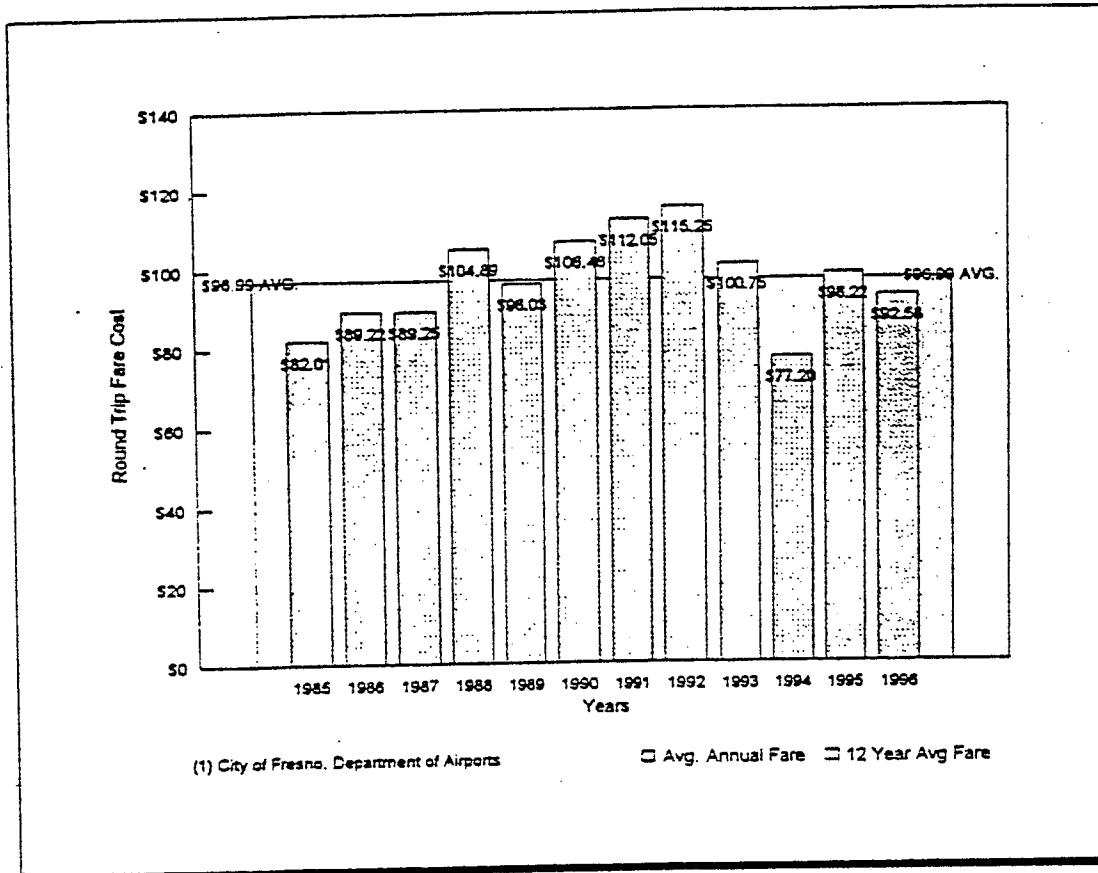


Table C-3
Historical and Forecast Population

Year	<u>Central Valley</u>			California	United States
	Fresno County	Rest of Valley	All of Valley		
<u>Historical Population</u>					
1970	413,800	1,227,900	1,641,700	20,026,000	203,302,031
1980	517,400	1,556,200	2,073,600	23,771,000	226,549,448
1990	673,700	2,111,800	2,785,500	29,760,021	248,709,873
1995	754,100	2,340,600	3,094,700	32,344,000	
<u>Average Annual Percentage Change</u>					
1970-1980	2.3%	2.4%	2.4%	1.7%	1.1%
1980-1990	2.7%	3.1%	3.0%	2.3%	0.9%
1990-1995	2.3%	2.1%	2.1%	1.7%	
<u>Forecast Population</u>					
2000	945,900	2,885,500	3,831,400	36,444,000	274,634,000
2010	1,237,400	3,685,500	4,922,900	42,408,000	297,716,000
2020	1,589,700	4,604,300	6,194,000	48,976,500	322,742,000
2030	2,016,400	5,632,300	7,648,700	56,099,700	346,899,000
2040	2,497,700	6,768,300	9,266,000	63,343,000	369,980,000
<u>Forecast Average Annual Percentage Change</u>					
1990-2000	3.5%	3.2%	3.2%	2.0%	1.0%
2000-2010	2.7%	2.5%	2.5%	1.5%	0.8%
2010-2020	2.5%	2.3%	2.3%	1.5%	0.8%
2020-2030	2.4%	2.0%	2.1%	1.4%	0.7%
2030-2040	2.2%	1.9%	1.9%	1.2%	0.6%
Sources:	California Department of Finance, Population Research Unit U.S. Department of Commerce, Bureau of the Census				

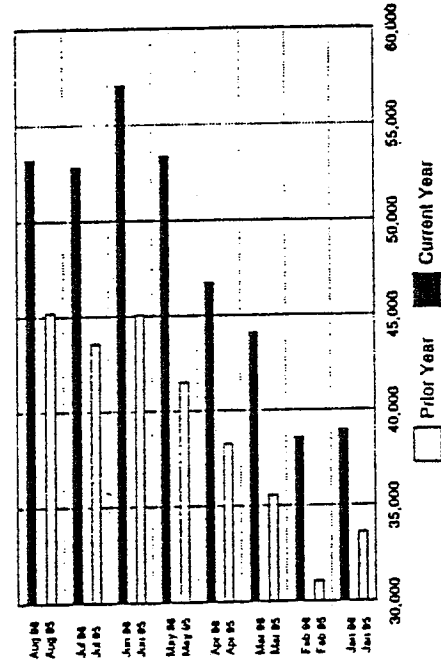
Table C-4
Historical Employment and Personal Income

Year	<u>Central Valley</u>			California
	Fresno County	Rest of Valley	All of Valley	
<u>Non-Farm Employment</u>				
1990	243,200	595,150	838,350	12,499,900
1991	247,600	611,510	859,110	12,359,000
1992	251,100	609,280	860,380	12,153,500
1993	255,200	609,310	864,510	12,045,300
1994	257,100	612,440	869,540	12,136,100
1995	264,900	623,790	888,690	12,433,800
<u>Annual Increase (%)</u>				
1990-1991	1.8%	2.7%	2.5%	-1.1%
1991-1992	1.4%	-0.4%	0.1%	-1.7%
1992-1993	1.6%	0.0%	0.5%	-0.9%
1993-1994	0.7%	0.5%	0.6%	0.8%
1994-1995	3.0%	1.9%	2.2%	2.5%
<u>Personal Income (in Millions)</u>				
1985	\$7,391	\$22,152	\$29,543	\$431,380
1990	\$10,864	\$32,372	\$43,236	\$617,679
1994	\$12,702	\$38,228	\$50,930	\$702,329
<u>Annual Increase (%)</u>				
1985-1990	3.9%	3.9%	3.9%	3.7%
1990-1994	4.0%	4.2%	4.2%	3.3%
Sources:	California Department of Finance, Population Research Unit U.S. Department of Commerce, Bureau of the Census			

Table C-5
Enplanement Activity - January through August 1996

Carrier	January		February		March		April		May		June		July		August	
	96	95	96	95	96	95	96	95	96	95	96	95	96	95	96	95
Air 21	3,287	0	3,687	0	6,387	0	7,114	0	6,975	0	6,204	0	5,310	0	7,285	0
Air L.A.	0	1,217	0	1,072	0	1,112	0	0	0	0	0	0	0	0	0	0
American Airlines	3,281	4,865	2,752	4,045	3,270	4,685	4,139	4,951	5,869	6,671	6,578	6,599	6,309	6,599	5,747	6,513
American Eagle	3,713	1,853	3,547	1,564	3,839	1,674	4,172	2,072	4,752	2,483	5,788	2,493	3,012	2,008	2,805	2,090
America West Express	1,501	0	1,781	0	1,841	1,452	2,667	1,613	3,029	1,897	3,258	1,832	3,288	1,804	3,341	1,873
Delta Air Lines	5,574	8,159	5,195	6,738	5,554	7,541	5,635	8,145	7,761	5,458	9,088	8,687	8,238	6,577	9,005	6,729
Funjet Express	1,848	0	1,715	0	1,952	0	1,589	1,411	1,479	1,959	1,497	1,902	1,851	2,581	1,821	2,439
Skywest Airlines	6,958	5,668	6,694	5,997	7,145	5,993	6,644	5,158	7,061	6,787	7,479	7,858	7,354	6,702	7,132	7,633
United Express	9,958	9,343	9,824	8,950	10,211	10,075	10,775	10,589	12,078	12,402	12,386	13,583	12,309	13,083	11,975	13,305
USAir Express	2,087	2,311	3,036	2,318	3,428	2,678	3,490	3,041	3,960	3,711	4,323	3,735	4,021	3,887	3,973	4,253
Other Charters	841	419	349	380	483	380	497	230	394	406	488	424	350	368	368	368
Totals	39,008	33,633	38,580	31,062	44,110	35,570	46,722	38,256	53,356	41,503	57,058	45,093	52,842	43,587	53,234	45,203
Percentage Increase	16.0%		24.2%		24.0%		22.1%		28.6%		26.5%		21.2%		17.8%	

Number of Enplanements

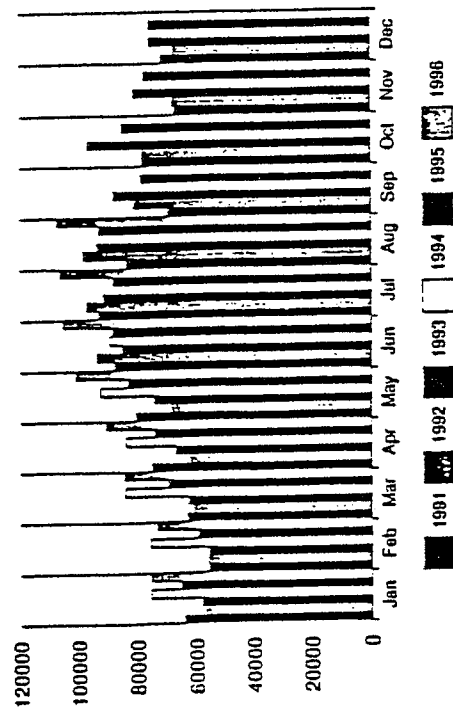


Notes:
 * Shaded figures are preliminary
 Air L.A. served 6/29/94 - 5/25/95
 Funjet started service 4/07/95
 America West started service 3/01/95
 Air 21 started service 12/20/95
 ValueJet crash May 11, 1996

Table C-6
Passenger Monthly History - 1991 through 1995

1991	1992	1993	1994	1995	1996	Pax
Jan	64,205	56,992	58,243	75,512	Jan	75,671
Feb	56,052	56,049	55,873	75,728	Feb	73,701
Mar	63,276	61,046	62,806	84,215	Mar	84,605
Apr	75,218	62,511	66,973	83,866	Apr	90,542
May	80,469	68,802	74,562	92,482	May	100,950
Jun	87,928	93,667	85,388	89,234	Jun	105,495
Jul	93,307	97,106	91,485	84,244	Jul	106,401
Aug	83,890	98,242	93,743	87,279	Aug	107,362
Sep	69,526	81,185	87,847	77,258	Sep	
Oct	78,368	78,457	96,770	83,384	Oct	
Nov	67,359	68,075	81,119	75,115	Nov	
Dec	71,818	67,722	75,759	71,042	Dec	

Number of Total Passengers



Number of Total Passengers

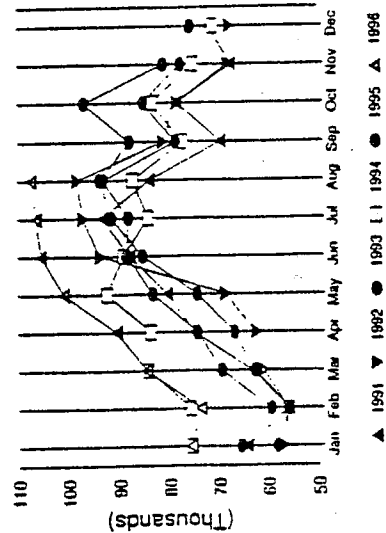


Table C-7
Historical Annual Traffic
Annual Enplaned Passengers and Departing Operations

All Carriers					
Fiscal Year	Total Enplaned Pas.(1)	Annual Change (%)	Departing Operations(2)	Operations Change (%)	Enpl. Pas. per Op.
1985	410,127		15,225		27
1986	433,025	5.3%	22,497	32.3%	19
1987	483,924	10.5%	30,452	25.1%	16
1988	438,113	-10.5%	32,031	4.9%	14
1989	431,381	-1.6%	31,002	-3.3%	14
1990	459,268	6.1%	29,895	-3.7%	15
	5 year Avg.	1.97%	5 year Avg.	11.27%	
1991	439,836	-4.4%	31,599	5.4%	14
1992	442,444	0.6%	29,650	-6.6%	15
1993	457,911	3.4%	26,910	-10.2%	17
1994	494,332	7.4%	26,626	-1.1%	19
1995	474,025	-4.3%	28,549	6.7%	17
1996	673,114 (3)	29.6%	33,000 (3)	13.5%	20
	6 year Avg.	5.37%	6 year Avg.	1.30%	
	11 year Avg.	3.82%	11 year Avg.	5.83%	

- (1) City of Fresno - Department of Airports
- (2) OAG Operations Data.
- (3) 1996 annualized Traffic

Table C-8
Historical Annual Traffic
Annual Enplaned Passengers and Departing Operations

National & Major Carriers

Fiscal Year	Total Enplaned Pas.(1)	Annual Change (%)	Departing Operations(2)	Operations Change (%)	Enpl. Pas. per Op.
1985	368,553		7,616		48
1986	332,960	-10.7%	7,161	-6.4%	46
1987	340,006	2.1%	8,407	14.8%	40
1988	344,195	1.2%	7,301	-15.1%	47
1989	359,510	4.3%	6,050	-20.7%	59
1990	395,997	9.2%	6,801	11.0%	58
5 year Avg.		1.21%	5 year Avg.	-3.26%	
1991	351,125	-12.8%	5,376	-26.5%	65
1992	334,186	-5.1%	4,294	-25.2%	78
1993	292,653	-14.2%	4,514	4.9%	65
1994	252,994	-15.7%	3,585	-25.9%	71
1995	203,234	-24.5%	2,513	-42.7%	81
1996	203,234 (3)	0.0%	2,700 (3)	6.9%	75
6 year Avg.		-12.03%	6 year Avg.	-18.08%	
11 year Avg.		-5.01%	11 year Avg.	-11.34%	

Regional & Commuter Carriers

Fiscal Year	Total Enplaned Pas.(1)	Annual Change (%)	Departing Operations(2)	Operations Change (%)	Enpl. Pas. per Op.
1985	41,574		7,609		5
1986	100,065	58.5%	15,336	50.4%	7
1987	143,918	30.5%	22,045	30.4%	7
1988	93,918	-53.2%	24,730	10.9%	4
1989	71,871	-30.7%	24,952	0.9%	3
1990	63,271	-13.6%	23,094	-8.0%	3
5 year Avg.		-1.72%	5 year Avg.	16.90%	
1991	88,711	28.7%	26,223	11.9%	3
1992	108,258	18.1%	25,356	-3.4%	4
1993	165,258	34.5%	22,396	-13.2%	7
1994	241,338	31.5%	23,041	2.8%	10
1995	270,791	10.9%	26,036	11.5%	10
1996	469,880 (3)	42.4%	30,000 (3)	13.2%	16
6 year Avg.		27.67%	6 year Avg.	3.80%	
11 year Avg.		14.31%	11 year Avg.	9.76%	

- (1) City of Fresno - Department of Airports
- (2) OAG Operations Data
- (3) 1996 annualized Traffic

Table C-9A
Forecast Comparison
Passenger Enplanements

YEAR	1985	1990	1995	2000	2005	2010
1989 MP (High)	410,127	650,000	900,000	1,200,000	1,500,000	1,811,521
1989 MP (Low)	410,127	430,000	500,000	580,000	670,000	764,967
1989 MP (Average)	410,127	540,000	700,000	890,000	1,085,000	1,288,244
1992 AE (High)	410,127	443,634	900,000	1,200,000	1,500,000	1,710,000
1992 AE (Low)	410,127	443,634	500,000	580,000	670,000	790,000
1992 AE (Average)	410,127	443,634	700,000	890,000	1,085,000	1,250,000
CCASP (High)			501,100	889,800	1,068,000	1,335,800
CCASP (Low)			501,100	846,400	952,700	1,085,100
CCASP (Average)			501,100	868,100	1,010,350	1,210,450
FAA Current			458,198	593,862	712,918	891,625
Hist Projected	410,127	494,679	596,662	719,671	868,038	1,046,993
TMP Projection (High)				802,701	1,000,311	1,246,570
TMP Projection (Low)				772,414	917,385	1,089,566

Table C-9B
Forecast Comparison
Annual Enplaned Passengers

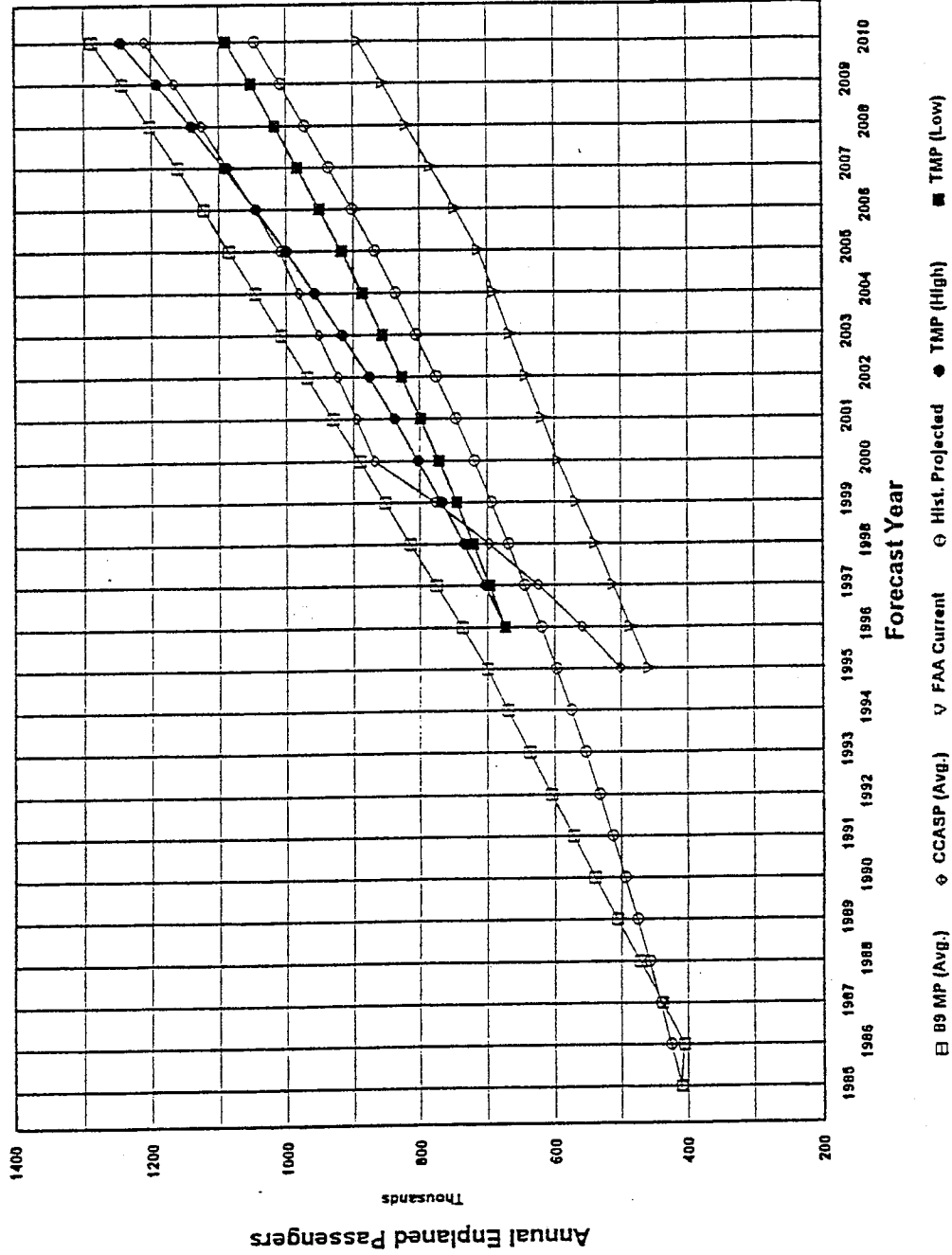


Table C-10
Comparing Existing Processing Capabilities vs. 1994 Demand

FACILITY OR FUNCTION NAME		UNITS	1994	DEMAND @ CAPACITY	DESIGN % Cap.
AIRCRAFT POSITIONS		(Pkt.Hr. Demand)	Ops.	14	27
GP III		\$	3	5	55%
GP II			12	22	55%
TOTAL AIRCRAFT POSITIONS			15		
DEPARTURE PROCESSING		(Pkt.Hr. Demand)	Pax.	201	456
Ticket Counters:		L.F.	216		
Frontage		\$	38		67%
Agent Positions		S.F.	1,534		
Area					
Ticket Lobby	(Pkt.Hr. Demand)	Pax. + W.W.	268	1,346	
Queueing + Circulation		S.F.	8,074		67%
Outbound Baggage		S.F.	5,477		
A.T.O.		S.F.	4,841		
Passenger Screening	(Pkt.Hr. Demand)	Pax. + J vis.	265	1,200	
Security Stations		\$	2		67%
Area		S.F.	1282		
Office		S.F.	350		
ARRIVALS PROCESSING		(Pkt.Hr. Demand)	Baggage	264	870
Baggage Claim:		L.F.	140		67%
Dev. Front'g		\$	2		67%
Devices					
Claim Lobby	(Pkt.Hr. Demand)	Pax. + Gr.	179	534	
Area		S.F.	7,629		67%
HOLDROOM FACILITIES		(Pkt.Hr. Demand)	Pax.	384	960
Passenger Holdrooms		S.F.	15,606		67%
Area		S.F.	3,070		
A.L. Ramp Ops.					
PUBLIC SPACES		(Pkt.Hr. Demand)	Pax. + Vis.	588	1507
Rest Rooms		S.F.	2,712		67%
Information		S.F.	82		
CONCESSIONS		(A.D.P.M. Demand)	Pax. + Vis.	5,191	10,631
Food and Beverage		S.F.	3353		67%
Kitchen		S.F.	3357		
Restaurant		S.F.	1,770		
Cocktail Lounge(s)		S.F.	873		
Snack Shop		S.F.	154		
Vending		S.F.	190		
Barber shop		S.F.	439		
Frutier		S.F.	1,711		
Gift and News		S.F.	313		
Arcade		S.F.	315		
Travel Agent		S.F.	1,892		
Rental car Counters & Offices		S.F.	100		
Frontage		L.F.			
Misc. Tenant Space		S.F.			
AIRPORT ADMINISTRATION			S.F.	512	
Administrative Office		S.F.	340		
Conference room					
MECHANICAL/ ELECTRICAL/ TELEPHONE		S.F.	2,511		
BUILDING SERVICES		S.F.	114		
Custodial		S.F.	162		
Break Room		S.F.	369		
Conference		S.F.	2202		
Storage		S.F.	10,752		
GENERAL CIRCULATION		S.F.			
TOTAL TERMINAL PROGRAM AREAS		S.F.	81,986		

Table C-11
July 1996 - Departing Seats and Operations

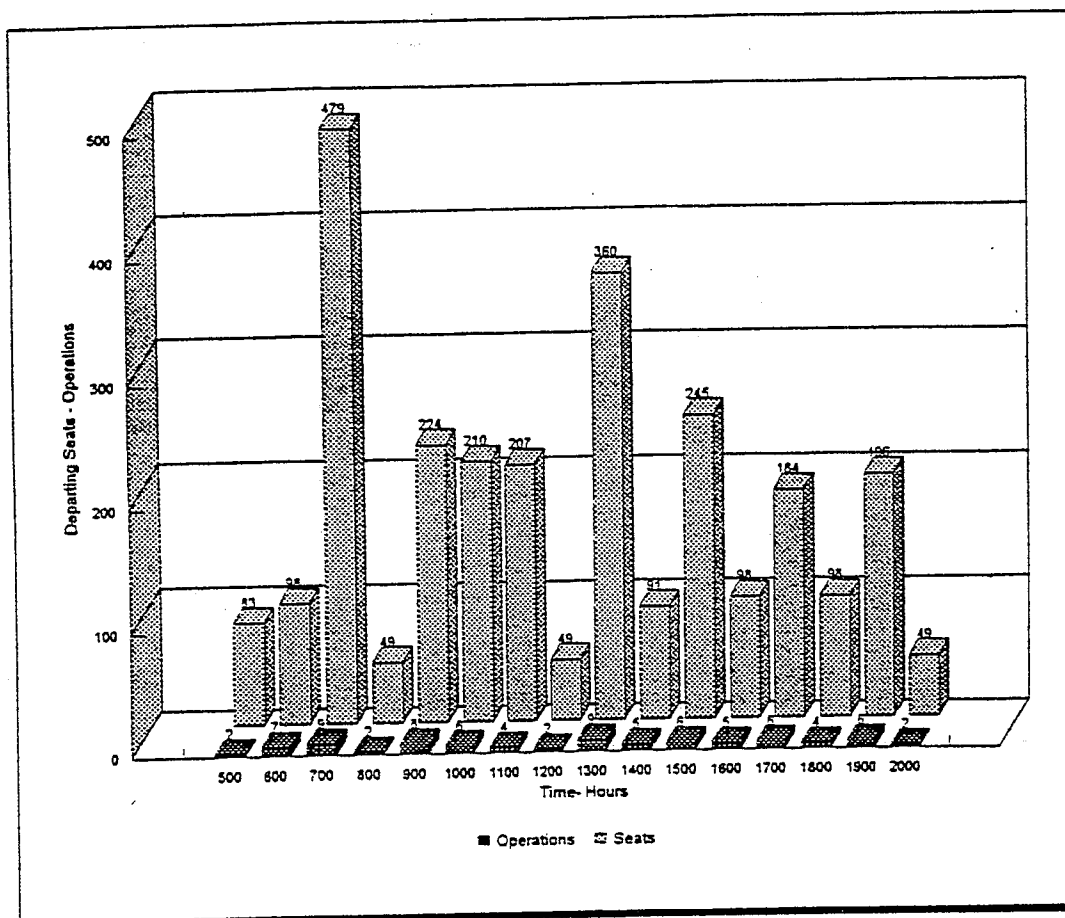


Table C-12
July 1996 - Arriving Seats and Operations

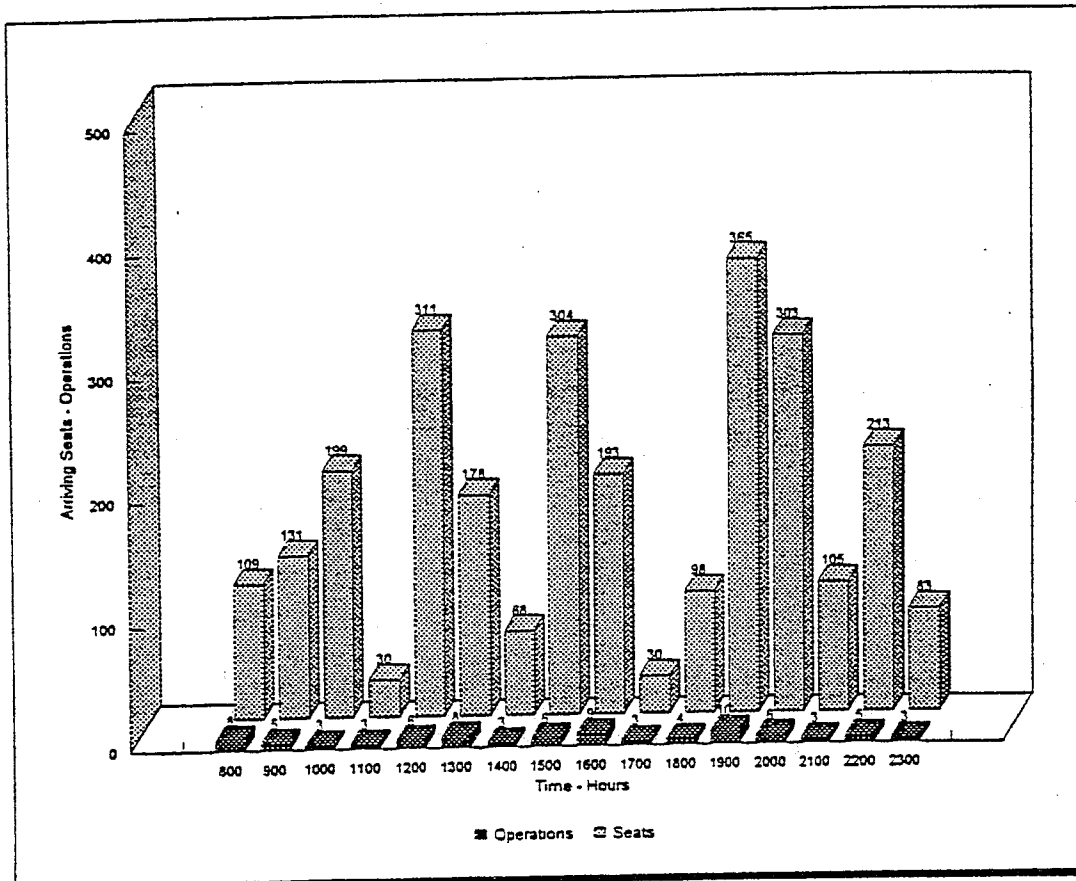


Table C-13
July 1996 - Arriving/Departing Seats and Operations

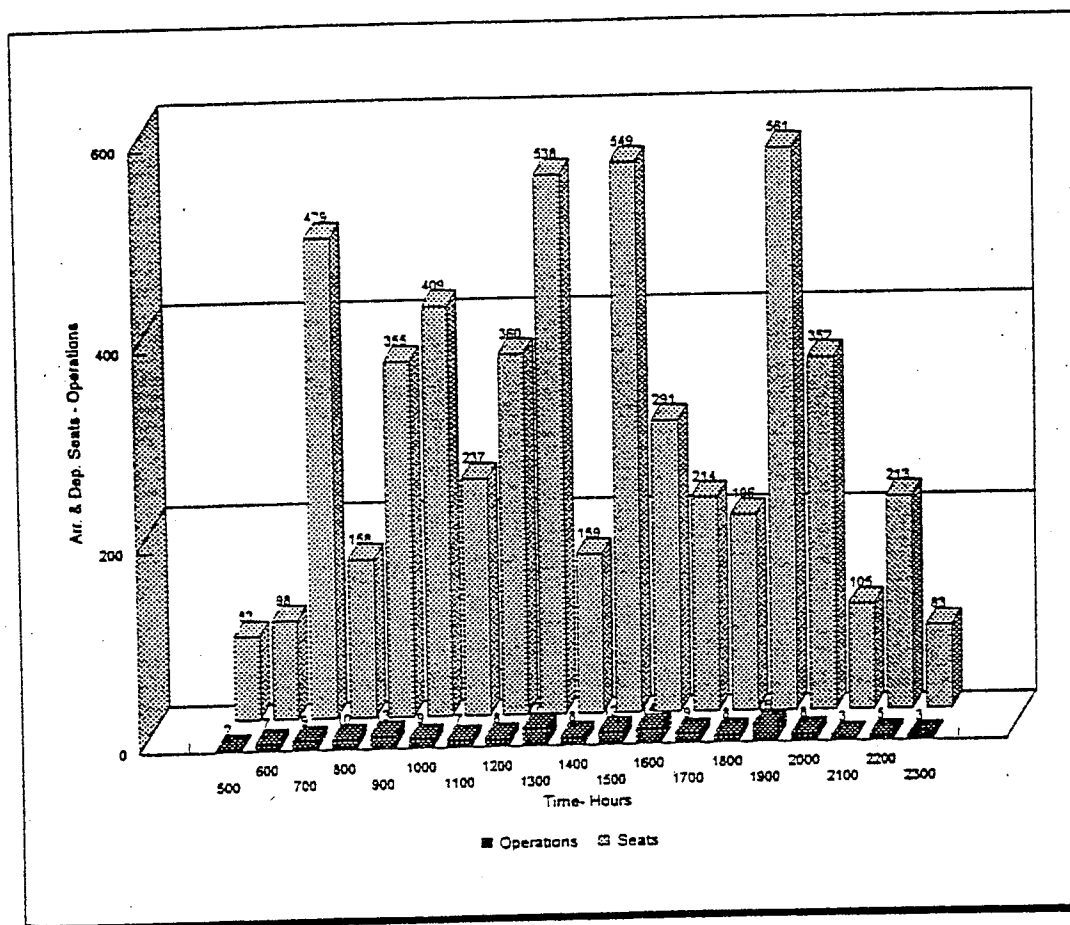


Table C-14
Federal Inspection Facilities

FACILITY OR FUNCTION NAME (PK. HR. DEMAND)	UNITS	150	300
		Pas.	
IMMIGRATIONS (INS)&(PH)			
Agent Positions	#	2	4
Area (piggy back Booths)	S.F.	330	550
Waiting, Queuing & Circulation	S.F.	1500	3000
Toilets	S.F.	300	300
General Office + USPH	S.F.	300	500
Interview Room	S.F.	80	80
Supvr. Office	S.F.	100	100
Stafflockers & toilets	S.F.	200	250
Hold Rooms w/toilet	S.F.	200	200
Adit/Lab	S.F.	150	150
Computer Room	S.F.	100	100
Sub. Tot.	S.F.	3260	5230
BAGGAGE CLAIM			
Device Frintage	L.F.	150	200
Lobby area	S.F.	1875	2500
Sub. Tot.		1875	2500
CUSTOMS INSPECTION			
Agent Positions	#	2	4
Area with By pass	S.F.	525	750
Queuing	S.F.	600	1000
Supvr. Office	S.F.	100	100
Search Rooms (2)	S.F.	160	160
Techs Room	S.F.	100	100
Gen Office	S.F.	300	450
Sub. Tot.		1785	2560
APHIS FACILITIES			
Inspection stations	#	1	2
Station Area	S.F.	200	400
Queuing	S.F.	200	400
Officer in Charge	S.F.	100	100
Laboratory	S.F.	150	200
Computer room	S.F.	100	100
Sub. Tot.		750	1200
F.I.S. FACILITY TOTAL		9,545	13,990

SECTION F

APPENDICES

Appendix 1 Environmental Assessment and Negative Declaration - EA No. 91-048

Environmental Assessment and Negative Declaration - EA No. A-97-04, R-96-30, C-97-72, S-97-126, EZA-10

Appendix 2 Ordinance No. 92-77 Adopting the Fresno Air Terminal Airport and Environs Plan

Ordinance No. 97-30 Adopting Airport and Environs Plan Fresno Yosemite International Airport

CITY OF FRESNO NEGATIVE DECLARATION

RECEIVED

92 AUG 10 PM 3:44

CITY CLERK, FRESNO CA

Initial Study is on file in the Development Department
City Hall, Third Floor, 2600 Fresno St., Fresno, CA
93721, ph. (209) 498-1361

Environmental
Assessment Number:
91-048

APPLICANT:
City of Fresno
Airports Department

ASSESSOR'S PARCEL NUMBER:
N/A

PROJECT DESCRIPTION AND LOCATION:

Adoption of the Fresno Air Terminal Airport and Environs
Plan.

Filed with:
JACQUELINE L. RYLE,
City Clerk
2nd Floor - City Hall
2600 Fresno Street
Fresno, CA 93721

The proposed project has been evaluated with respect to each item on the attached environmental checklist. This completed checklist reflects comments of any applicable responsible agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Environmental Assessment Application, the checklist, and any attachments to the checklist, combine to form a record indicating that an initial environmental study has been completed in compliance with the State CEQA Guidelines and the California Environmental Quality Act.

Any rating of "2" on the checklist indicates that a specific adverse environmental effects has been identified in a category which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project or may be related to the design and characteristics of the individual project. Effects rated in this manner are not sufficient in themselves to require the preparation of an Environmental Impact Report and/or have been mitigated to the extent feasible.

All new development activity and many non-physical projects contribute directly or indirectly toward a cumulative impact on the physical environment. The incremental effect contributed by this project toward such a cumulative effect is not considered substantial in itself.

The proposed project is not expected to result in any significant adverse effects in terms of the factors considered on the environmental checklist, including any such factors for which minor effects have been identified. Cumulative effects of a significant nature are also not expected. The proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. The finding is therefore made that the proposed project will clearly not have a significant adverse effect on the environment.

This Negative Declaration will be deemed final and effective if no appeal is filed in the manner specified by Section 12-513 of the Fresno Municipal Code.

INITIAL STUDY PREPARED BY:

Rayburn R. Beach Jr., Senior Planner

DATE:

8-10-92

SUBMITTED BY:


RAYBURN R. BEACH, JR., SENIOR PLANNER

Potential Environmental Effects

- | | |
|---|---|
| <p>1.0 <u>TOPOGRAPHIC, SOIL, GEOLOGIC CONSIDERATIONS</u></p> <p><u>1</u> 1.1 Geologic hazards, unstable soil conditions</p> <p><u>1</u> 1.2 Adverse change in topography or ground surface relief</p> <p><u>1</u> 1.3 Destruction of unique geologic or physical features</p> <p><u>1</u> 1.4 Increased water erosion</p> <p><u>2</u> 2.0 <u>AIR QUALITY</u></p> <p><u>1</u> 2.1 Substantial indirect source of pollution (large vehicle generator)</p> <p><u>1</u> 2.2 Direct on-site pollution generation</p> <p><u>1</u> 2.3 Generation of objectionable odors</p> <p><u>2</u> 2.4 Generation of dust except during construction</p> <p><u>1</u> 2.5 Adverse local climatic changes</p> <p>3.0 <u>WATER</u></p> <p><u>2</u> 3.1 Insufficient ground water available for long-term project use</p> <p><u>1</u> 3.2 Use of large quantities of ground water</p> <p><u>1</u> 3.3 Wasteful use of ground water</p> <p><u>2</u> 3.4 Pollution of surface or ground water supplies</p> <p><u>1</u> 3.5 Reduction in ground water recharge</p> <p>4.0 <u>PLANT LIFE</u></p> <p><u>1</u> 4.1 Reduction of the numbers of any unique, rare, or endangered species</p> <p><u>1</u> 4.2 Reduction in acreage of agricultural crop</p> <p><u>1</u> 4.3 Premature or unnecessary conversion of prime agricultural land</p> <p>5.0 <u>ANIMAL LIFE</u></p> <p><u>1</u> 5.1 Reduction in the numbers of any rare, unique, or endangered species</p> <p><u>1</u> 5.2 Deterioration or displacement of valuable wildlife habitat</p> <p><u>1</u> 6.0 <u>HUMAN HEALTH</u></p> <p><u>2</u> 7.0 <u>NOISE</u></p> <p><u>1</u> 7.1 Increases in existing noise levels</p> <p><u>1</u> 7.2 Exposure to high noise levels</p> <p>8.0 <u>LIGHT AND GLARE</u></p> <p><u>2</u> 8.1 Production of glare which will adversely affect residential areas</p> <p><u>1</u> 8.2 Exposure of residences to high levels of glare</p> <p>9.0 <u>LAND USE</u></p> <p><u>2</u> 9.1 Incompatibility with adopted plans and policies</p> <p><u>2</u> 9.2 Acceleration of growth rate</p> <p><u>1</u> 9.3 Induces unplanned growth</p> <p><u>1</u> 9.4 Adverse change in existing or planned area characteristics</p> | <p>10.0 <u>TRANSPORTATION AND CIRCULATION</u></p> <p><u>2</u> 10.1 Generation of vehicle traffic sufficient to cause capacity deficiencies on existing street system</p> <p><u>2</u> 10.2 Cumulative increase in traffic on a major street for which capacity deficiencies are projected</p> <p><u>1</u> 10.3 Specific traffic hazard to motorists, bicyclists, or pedestrians</p> <p><u>1</u> 10.4 Routing of non-residential traffic through residential area</p> <p><u>2</u> 10.5 Insufficient or poorly located parking</p> <p><u>2</u> 10.6 Substantial increase in rail and/or air traffic</p> <p>11.0 <u>URBAN SERVICES</u></p> <p><u>2</u> 11.1 Availability of fire protection</p> <p><u>1</u> 11.2 Lack of emergency vehicle access</p> <p><u>1</u> 11.3 Adequacy of design for crime prevention</p> <p><u>1</u> 11.4 Overcrowding of school facilities</p> <p><u>1</u> 11.5 Availability of water mains of adequate size</p> <p><u>1</u> 11.6 Availability of sewer lines of adequate capacity</p> <p><u>2</u> 11.7 Availability of storm water drainage facilities (on or off site)</p> <p><u>1</u> 11.8 Availability of adequate park and recreation areas</p> <p><u>1</u> 11.9 Unusually high solid waste generation</p> <p>12.0 <u>HAZARDS</u></p> <p><u>2</u> 12.1 Risk of explosion or release of hazardous substances</p> <p><u>1</u> 12.2 Site subject to flooding</p> <p><u>1</u> 12.3 Adverse change in course of flow of flood waters</p> <p><u>2</u> 12.4 Potential hazards from aircraft accidents</p> <p><u>2</u> 12.5 Potential hazards from landfill and/or toxic waste sites</p> <p>13.0 <u>AESTHETICS</u></p> <p><u>1</u> 13.1 Obstruction to public or scenic vista or view</p> <p><u>2</u> 13.2 Creation of aesthetically offensive conditions</p> <p><u>2</u> 13.3 Removal of street trees or other valuable vegetation</p> <p><u>1</u> 13.4 Architectural incompatibility with surrounding area</p> <p>14.0 <u>HISTORICAL/ARCHAEOLOGICAL</u></p> <p><u>2</u> 14.1 Removal of historic building, disruption of archaeological site/Hammer Field Structures</p> <p><u>1</u> 14.2 Construction or activity incompatible with adjacent historic site</p> <p>15.0 <u>ENERGY</u></p> <p><u>1</u> 15.1 Use of substantial amounts of fuel or energy</p> <p><u>1</u> 15.2 Substantial increase in demand upon existing sources of energy</p> <p><u>1</u> 15.3 Wasteful use of energy</p> |
|---|---|

SEE REVERSE SIDE FOR EXPLANATION OF RATINGS

INITIAL STUDY FOR
ENVIRONMENTAL ASSESSMENT NO.91-048

Project Description: The City of Fresno, Airports Department, is proposing to adopt the Fresno Air Terminal (FAT) Airport and Environs Plan. The Fresno Air Terminal Airport and Environs Plan is a consolidation of three existing plans and programmatic documents: the FAT Environs Specific Plan, the FAT Airport Master Plan, and the FAT Federal Aviation Regulations Part 150 Airport Noise Compatibility Program. All three of these documents are already in existence as separately adopted plans. The purpose for initiating this specific plan is to update the Airport Master Plan and to consolidate it with the FAT Environs Specific Plan and provide reference to the provisions of the Part 150 noise compatibility program. Adoption of this consolidated specific plan will not only update the contents of the FAT Airport Master Plan and Environs Plan components, but will repeal the FAT Master Plan as a freestanding document. The intent is to better coordinate airport-related land uses and development.

The Draft FAT Airport and Environs Plan is prepared for adoption as an ordained, specific plan that covers an area approximately 11 miles long and 2 1/2 miles wide, oriented along FAT's runway alignment. It extends from where the airport's projected 60 CNEL (Community Noise Equivalent Level) noise contour reaches its farthest northwest point (near Maroa and Bullard Avenues), to the southeastern area where Approach Protection Zone IV and the 60 CNEL noise contour project toward Kings Canyon Road between Armstrong and Locan Avenues.

The new plan would govern all land use decisions in and around the Fresno Air Terminal. The Fresno Air Terminal is a regional transportation facility that provides essential airport services for the Fresno metropolitan region. Airport activities are expected to continue to increase in response to the Fresno area's economic and population growth and in consideration of FAT's geographical position in the heart of the San Joaquin Valley.

The new plan as proposed is a consolidated document that brings together policies and implementation measures which will:

- 1) guide the continuing development of airport property and related improvements;
- 2) regulate land uses and development standards on airport property and in the airport environs, as determined necessary to assure public safety and compatibility with airport operations and attendant noise levels; and
- 3) coordinate plan documents that set forth the range of airport-related programs and policies related to land use and development.

This specific plan was prepared in accordance with the City's Local Planning and Procedures Ordinance (LPPO). The members of the FAT Airport/Community Roundtable served as the citizens advisory committee for this specific plan.

It coordinates with the adopted Fresno Air Terminal Redevelopment Plan. The draft specific plan overlies, modifies, and supersedes land uses and policies of the City of Fresno General Plan, Fresno City community plans, and other Fresno City specific plans within the airport's area of influence.

Analysis: The FAT Airport and Environs Plan has been promulgated to facilitate the implementation of policies and mitigation measures previously found in no less than four different plans and policy documents. The plan is a mitigation measure, in and of itself, in that it updates and coordinates land uses and policies to guide the terminal's growth and provides for the coordination of activities by the airport's military, state, federal, commercial, and general aviation users.

However, the airport and its activities, even with this plan, remain the subject of environmental concerns. It is the purpose of this initial study to address these concerns. Briefly, the airport and environs are located in an area of ground water contamination, low water pressure, and poor drainage. The airport has been identified as a site, where several non-airport related incidents of hazardous waste contamination are known to have occurred. Airport activities continue to contribute to noise pollution, traffic congestion, and air quality degradation. And finally, the airport's continued growth has fueled growth in nearby urban areas. These concerns have been addressed both in this plan and this assessment and found not to be significant. However, the plan and project have been modified to assure the elimination and/or reduction of adverse impacts where possible.

2.0 - Air Quality: The project site is located on the east side of the City of Fresno, a city that has been designated as a non-attainment area for ambient air quality standards for photochemical oxidants, (hydro carbons and nitrogen oxides), carbon monoxide, and particulate matter. The subject of air quality as it relates to this area has been discussed extensively in the city's EIRs, Nos. 10097 (Mid-Rise/High-Rise) and 10113 (Roosevelt), both of which are on file in the Development Department of the City of Fresno, Third Floor, 2600 Fresno Street, Fresno, California.

The EIRs note that not only the city, but Fresno County, have been designated as a non-attainment area for ambient air quality standards for photochemical oxidants (hydrocarbons and nitrogen oxides), carbon monoxide, and particulate matter. Hydrocarbons and nitrogen oxide react in the presence of sunlight to form ozone and the condition commonly known as smog. The EIRs also note that the city's adoption of the Mid-Rise/High-Rise Corridor Concept and the proposed Roosevelt Community Plan could exacerbate this situation by concentrating automobile traffic during peak hours near intersections already anticipated to experience congestion. The concentration of land uses, if poorly planned, could contribute to higher levels of carbon monoxide and photochemical oxidants, and thus, smog.

The EIRs recommended fundamental changes in land use planning within the city to reduce potential air quality impacts to a level less than significant. Specifically, the EIRs supported the establishment of a Mid-Rise/High-Rise Corridor that allowed for increased building heights and thus intensity of activities adjacent to Freeway 41, a transportation corridor capable of accommodating a future mass transit facility, and call for increased densities within the Roosevelt Community along major transportation corridors to facilitate increased surface transit usage. Moreover, this plan proposes the upgrading of the street system surrounding the airport, and restrictions on residential densities both to the northwest and southeast of the airport. Furthermore, the state and city are cooperating to expedite the construction of Freeway 168 which will facilitate the connecting of the airport environs to the city's envisioned regional transportation system. Only through the development of a functional transportation system can long-term air quality issue be resolved and cumulative impacts reduced to a level that is less than significant.

With respect to air quality and comprehensive land use planning goals, the project as proposed is generally consistent with the concepts presented in both the Mid-Rise/High-Rise Corridor and Roosevelt Community Plan and the findings presented in both EIRs in that it will allow for future development of adjacent land uses, but at an intensity which is much less than what is planned for along the Mid-Rise/High-Rise Corridor.

2.1 - Substantial Indirect Source of Pollution/Large Vehicle Generator: Construction of planned uses at the airport will allow for increased traffic in the project area, thereby generating increased air emissions in the localized area. Furthermore, completion of planned street capacity will act as a catalyst for the development of surrounding, planned land uses, thereby indirectly elevating traffic levels in surrounding areas. Consequently, development within the project area and surrounding community may contribute to the generation of additional air pollutants including carbon monoxide, total organic gases, sulfur dioxide, and nitrogen oxides.

The emissions indirectly generated by the project, while insignificant on the local level, may cumulatively add to the increase in air emissions throughout the community making it more difficult for Fresno County to meet state and federal air quality standards and the five percent reduction of emissions mandated by the California Clean Air Act.

A number of strategies are currently being implemented throughout the metropolitan area which will mitigate not only the air quality impacts of the new development within the airport environs, but will reduce air pollution throughout the community. Improvements in motor vehicle emission control systems to reduce pollution coupled with the turnover in vehicle population will reduce impacts from that which would otherwise be expected. On the local

level, implementation of a computerized traffic signal system to coordinate the progression of vehicles, implementation of Measure "C" circulation improvements, requirement for traffic management plans for companies with greater than 50 employees, and improvements to the City's transit system, will partially mitigate some of the cumulative air quality impacts. Additionally, fundamental changes in land use planning strategies within the City, such as the Mid-Rise/High-Rise Corridor Concept, which would allow for a greater intensity of activities adjacent to transportation corridors capable of accommodating a future mass transit facility will ultimately reduce cumulative air quality impacts to a level that is less than significant. However, in the short-term, even with the combined efforts of the Fresno County Air Pollution District of the Fresno County Air Pollution District (APCD) and the City of Fresno, the cumulative air pollution levels experienced in the district might still be so great as to preclude the attainment of mandated State Air Quality Standards.

Increased traffic and associated air emissions within the immediate project area are the unavoidable consequence of any new road development. However, by continuing to restrict residential densities in the airport environs and by increasing densities along the major transportation corridors within the Roosevelt area and the new freeway corridors as they develop, by continuing to improve both the local circulation system, and by improving access to the airport's parking lots as well as increasing the number of on-site parking, and by continuing to permit airport-related business the opportunity to develop in very close proximity to the airport, shorter trip lengths, reduced vehicular congestion and therefore increased travel speeds around the airport will be possible. Each of these measures will result in a cumulative reduction in adverse air quality impacts.

Therefore, the overall impact of the project on traffic circulation and associated air emissions will be a positive one in that it will allow for reduced congestion, idling times, and associated air emissions on circuitous routes.

2.4 - Generation of Construction Dust: The plan as proposed will facilitate substantial new development in and around the airport. It must be noted that construction activities have the potential to contribute to air quality degradation in the form of increased dust and particulate matter. However, these impacts are local in nature and will cease with the completion of the project. Furthermore, as part of the project management process, methods designed to reduce the severity of any potential problem will be implemented. Dust control will be accomplished under the provisions of Section 7-8.1 (Clean Up and Dust Control) of the Standard Specifications of the Public Works Department, City of Fresno and under Federal Aviation Regulation Part 139 that requires continuous control of debris and dust (more specifically during construction) to assure the safety of airport operations. This section mandates the implementation of dust mitigation

measures such as cleaning, sprinkling, and sweeping of all construction sites to reduce the potential for dust to the lowest possible level.

3.0 - Water; Insufficient Groundwater and 3.5 - Reduction in Groundwater Recharge: The Project as proposed will not generate significant adverse impacts on the community's water system. However, it must be noted that the City of Fresno has recently experienced problems in supplying potable water which meets the state's maximum contamination level at a quantity which will maintain water pressure and fire flow to satisfy minimum state and City standards.

Fresno is one of the largest cities in the United States still relying entirely on groundwater for its public water supply. While the aquifer exceeds a depth of 300 feet and is large enough to provide adequate quantities of safe drinking water to the Metropolitan Area well into the twenty-first century, groundwater degradation, five years of drought, increasingly stringent water quality regulations, as well as inordinately high consumptive use of water on a per capita basis, have resulted in a decline in the total usable potable water supply.

A total of 40 water wells have been closed in recent years due to excessive levels of contaminants. Included among these closed wells are pumping stations #70, #59, FAT 1, FAT 3, FAT 4, PS22-1, and PS22-2. Pumping Station #70, located at the southeast corner of McKinley and Peach Avenues, was closed due to excessive levels of trichloroethene (TCE), carbon tetrachloride (CC 144), tetrachloroethene (PCE) and 1,2,3 - trichloropropane (1,2,3 - TCP). Northeast of pumping station #70, pumping station FAT 1 was closed due to excessive levels of PCE, while pumping stations FAT 3 and FAT 4 were closed due to excessive levels of DBCP. Southwest of pumping station #70 on Willow Avenue, PS22-1 and PS22-2 were closed due to excessive levels of TCE. Pumping station #59 located south of McKinley Avenue and just east of Chestnut was closed due to excessive levels of PCE, but was also marked by the presence of 1,2,3 - TCA and TCE in levels below maximum contamination levels.

The City of Fresno is currently implementing a number of strategies aimed at managing existing groundwater resources including routine testing of groundwater to identify contaminants, the construction of well head treatment facilities to remove contaminants from the groundwater and the location and construction of groundwater recharge facilities to purify and replenish the groundwater.

The proposed water well treatment site at pumping station #70 is one such management strategy aimed at removing identified contaminants from the groundwater and restoring groundwater

quality. Construction of the proposed treatment facility at this site would allow for the renewed operation of pumping station #70, thereby restoring water pressure and providing an additional 2000+ gpm of water for use in the general vicinity of the site.

Airstripping technologies that may be employed at this well site can successfully remove volatile organic compounds and serve as pretreatment of groundwater which will then be subjected to further treatment using granular activated carbon (GAC) technologies. GAC facilities will be utilized for the removal of less volatile organic compounds such as DBCP. When implemented together, the proposed treatment methodologies will have a positive impact on the overall quantity and quality of water available for use in the project area by not only effectuating the removal of contaminants which exceed maximum permitted levels, but will aid in the removal of other contaminants such as cis-1,2 dichloroethylene (DCE) and 1,2-dichloropropane (1,2-DCP), and dibromochloropropane (DBCP) which were found in lesser quantities in water sampled from pumping station #70.

Additional information relating to the GAC water filtration process was given by a district engineer for the Water Programs Division, California Department of Health Services, which is responsible for the enforcement of state and federal safe drinking water acts and implementation regulations. In a deposition taken on March 19, 1990, in the Superior Court, she indicated that the GAC filtration water treatment process is the only viable treatment alternative available for the removal of DBCP. It is also a proven technology, state of the art, for the treatment of drinking water recognized nationally by a cross section of water districts, municipalities and other public entities.

Other facilities are being planned in and around the Airport to replace or augment the other closed wells.

The operation of these proposed well water treatment facilities can be expected to lessen overall groundwater contamination in the project area through the direct removal of contaminants. In thus increasing the available supply of potable water, the project will decrease the risk of groundwater overdrafts and reduce the pumping of alternate clean wells.

Renewed pumping of groundwater in the project area could potentially accelerate the migration of other known contaminants toward the project site as well as to surrounding areas. However, all contaminated well water drawn from the subject well site would be subjected to the same treatment processes and would eventually be purified.

Overall, employment of granular activated carbon filtration and air stripping technologies at the proposed treatment site will have a positive impact on overall water quality by allowing for the removal of contaminants that would otherwise be left unremediated and dispersed to other areas.

3.2 - Use of Large Quantities of Groundwater: Treatment of contaminated well water at pumping station #70, as well as renovation of other closed wells in the area, will augment the available supply of potable water. Although redevelopment of water well sites will not in and of itself signify a corresponding increase in water demand, the increased availability of potable water will facilitate planned development, thereby indirectly creating additional demand for the use of groundwater. Nevertheless, the overall impact of well site rehabilitation on groundwater is a positive one since it will better enable the City to meet the water needs of existing and planned development.

3.4 - Pollution of Groundwater: The continued lack of an adequate surface drainage system to serve the airport and environs could contribute to the incremental contamination of shallow aquifers in and around the airport. Fuel, fire retardants, and other potentially hazardous wastes washed off of runways and parking surfaces could be introduced into the water table unless adequate precautions are taken. Accordingly, the Airports Department has initiated planning for a master storm water drainage system that will serve the whole facility. The implementation of this system was initiated in 1978 and has been continually expanded since then. Basin "BU" is being expanded and Basin T will be constructed to accommodate increased runoff in the area. In addition, Airports Department has programmed other storm water improvements into the 1993 fiscal year. And finally, the city, along with the Fresno Metropolitan Flood Control District is making application for a National Pollutant Discharge Elimination System (NPDES) Permit. Potential drainage problems should be fully eliminated upon the completion of these programs.

7.0 - Noise: Aircraft activity at the Fresno Air Terminal is a major source of noise. Accordingly, the city and its consultants have studied a variety of noise scenarios. Aircraft noise exposure was analyzed by monitoring existing aircraft noise at various locations in the vicinity of the airport and by applying a computer model to determine the average daily noise exposure levels associated with the operation of the airport.

Noise exposure levels for 1986 and 2005 were developed by Brown-Buntin Associates. The initial date was chosen to represent a baseline period before the adoption of the Airport Noise Compatibility Program, Part 150. Since 1986, the city has developed and adopted the comprehensive Part 150 Program that has provided for the significant reductions in future noise impacts. Those noise levels were superimposed on a map depicting land use around the airport.

Estimates of total noise exposure resulting from aircraft operations, as expressed in CNEL values, are interpreted and the potential effects on land uses are assessed. Suggested land use compatibility standards in areas exposed to aircraft noise as derived from the Federal Aviation Regulations (FAR) Part 150, "Airport Noise Compatibility Program," are presented in Table 1.

The land use compatibility criteria adopted by the City of Fresno on January 20, 1987, and used as guidelines in the "Fresno Air Terminal Environs Area Specific Plan" are shown in Table 2. The CNEL values do not dictate certain consequences, they are merely intended as a guide in land use planning and development.

Baseline Conditions (1986): The Fresno Air Terminal Land Use Policy Plan map shows the 1991 CNEL, 60, 65, 70, and 75 contours for aircraft operations at the airport, including military flights. The land area inside each contour is:

<u>Contour</u>	<u>1986 land area (square miles)</u>
CNEL 75	1.0
CNEL 70	2.0
CNEL 65	4.6
CNEL 60	<u>10.6</u>

Total Land Area: 18.2

The area inside the CNEL 75 contour is almost exclusively on airport property. Two small areas north of Dakota Avenue and southeast of Clovis Avenue are also inside the CNEL 75 contour. On the basis of the compatibility guidelines in Table 1, all land uses inside the CNEL 75 contour are noise compatible.

Northwest of the airport, the CNEL 70 to 75 contour peaks just northeast of the Cedar Avenue and Ashlan Avenue intersection. That contour extends southeast of the airport to the vicinity of Olive and Fowler Avenues. The land uses inside the CNEL 70 to 75 contour include single-family residential areas northwest of the airport, a portion of the Scandinavian Elementary School, a large ponding basin, and some vacant land. About 156 people live in approximately 54 dwelling units in that area.** The land use southeast of the airport is mostly agricultural.

The CNEL 65 to 70 contour extends northwest of the airport to just beyond the Shaw Avenue and First Street intersection. The contour extends southeast of the airport to Tulare Avenue. Residential land uses are included within the CNEL 65 to 70 contour northwest of the airport. Industrial uses are found on Clovis Avenue near Clinton Avenue southeast of the airport, and on the south side of

**Noise-sensitive land uses and population counts for 1986 were estimated by Michael Paoli and Associates, October 1986, for the "Noise Compatibility Study". The 2005 noise-sensitive land uses and population counts were estimated by Peat Marwick.

McKinley Avenue west of Clovis Avenue. The area southeast of the airport is mostly agricultural with some single-family dwellings along Fowler, Belmont, Olive, and Armstrong Avenues. Within those areas exposed to CNEL 65 to 70 are approximately 1,955 single-family units, 1,022 multi-family units, three parks, three religious facilities, and four educational facilities: Tioga Junior High School, and Wolters, Thomas, and Viking Elementary Schools. Approximately 7,736 persons in 1986 resided in areas exposed to CNEL 65 to 70.

The area exposed to CNEL 60 to 65 extends northwest from the vicinity of the First Street and Shaw Avenue intersection to just west of Blackstone Avenue between Barstow and Bullard Avenues. Southeast of the airport, the CNEL 60 to 65 contour begins near Temperance Avenue. That contour extends southeast to the intersection of Butler and Highland Avenues. The area northwest of the airport exposed to CNEL 60 to 65 is largely residential with commercial/office development along Blackstone Avenue and Shaw Avenue between State Highway 41 and Cedar Avenue. Southeast of the airport, in the noise exposure are bound by the CNEL 60 to 65, is agricultural land and a few single-family dwelling units. All land uses and related structures are generally compatible with noise levels less than CNEL 65 as shown in Table 4.

Future Conditions: Exhibit D shows the projected airport noise exposure levels for the CNEL 60, 65, 70, and 75 contours for the year 2005. Several assumptions were made with regard to developing the 2005 noise exposure map shown in Exhibit D. Those assumptions include:

- Runway 11R-29L is 7,200 feet long and 100 feet wide.
- Fifty percent of corporate and business aircraft traffic will use Runway 11R-29L and 50% will use Runway 11L-29R.
- Air carrier and military jet aircraft will continue to use Runway 11L-29R, except during temporary closures for maintenance or emergencies.
- Current flight tracks will remain the primary tracks for the year 2005.
- The California Air National Guard will continue to use the Falcon F-16.

The airport operations data used to derive the Part 150 noise exposure map is presented in Exhibit A. The land area inside each contour shown on the future noise exposure map is:

<u>Contour</u>	<u>Part 150 land area (square miles)</u>
CNEL 75 or greater	1.05
CNEL 70 - 75	1.13
CNEL 65 - 70	<u>2.7</u>
Total Land Use:	4.88

The CNEL 75 and greater contour remains on airport property except for a small area northwest of the airport used as a ponding basin and industrial area. Another area inside the CNEL 75 contour southeast of the airport extends just beyond McKinley and Clovis Avenues. That area is used for agriculture, which is compatible with airport operations.

The CNEL 70 to 75 contour extends northwest almost to Cedar Avenue. Residential neighborhoods south of Shields Avenue, a portion of one elementary school on Chestnut Avenue, and a park north of Dakota Avenue between Peach and Willow Avenues are within the CNEL 70 to 75 contour extends southeast of the airport about 3,500 feet into compatible industrial and agricultural lands.

The northwest edge of the CNEL 65 to 70 contour extends out to just beyond Tioga Junior High School. That contour extends southeast to the intersection of Belmont and Armstrong Avenues. Most of the land southeast of the airport is in predominantly agricultural and industrial uses and is thus noise compatible. A portion of a single-family neighborhood at the corner of Fowler and Olive Avenues is inside the CNEL 65 to 70 contour. Land use inside the CNEL 65 to 70 contour northwest and west of the airport is mostly residential with some vacant and commercial areas. About 853 single-family and 1,750 multi-family dwellings and about 6,062 residents are found inside that contour. Addicott Elementary School, Thomas Elementary School, Viking Elementary School, Tioga Junior High School, two religious facilities and portions of two parks are within the CNEL 65 to 70 contour.

The noise levels associated with aircraft using the airport were estimated based on the aircraft operations forecasts developed in the Master Plan Update. Forecast aviation demand can be accommodated with the existing and approved airfield development plans. Significant noise effects from aircraft operations at the airport include noise-sensitive land uses (residential and public use) located within the CNEL 65 to 70 and CNEL 70 to 75 contours, as discussed above.

Compared with the land area exposed to CNEL 60 and above in 1986, the total land area exposed to CNEL 60 and above in 2005 would be reduced by 2.5 square miles. That reduction in land area exposed to aircraft noise from the airport is attributed solely to the use of quieter aircraft.

The City of Fresno recognizes the need to develop plans to mitigate the effects of aircraft noise in the communities around the airport. An "Airport Noise Compatibility Program" in accordance with FAR Part 150 has been developed and made part of this plan. The major objectives of that program are to identify and implement measures to reduce aircraft noise impacts and develop compatible land use programs that confine the loudest noise levels to areas of compatible land use. FAR Part 150 was developed to implement Title I of the Aviation Safety and Noise Abatement Act of 1979 (the Act) as well as to respond to the increasing need for reasonable and effective airport noise control plans throughout the country.

There are several unique features of the FAR Part 150 Program that make it one of the most comprehensive planning processes ever to be designed for airports. In summary, the major features of the FAR Part 150 Program are:

1. It is a voluntary program by which the airport operator may develop an Airport Noise Compatibility Plan and submit it to the FAA for approval.
2. The program has two distinct and separate parts:
(a) the noise-exposure maps for the current year and five-year forecasts, and (b) the noise compatibility program.
3. The major objectives are to reduce current incompatible land uses and prevent or reduce the potential for future incompatibility.
4. FAR Part 150 provides for and is based on public participation and consultation with all affected groups, pro and con.
5. It considers a wide range of alternatives from airport operating characteristics to land use modification.
6. It is a prerequisite for Airport Improvement Program (AIP) funding to implement noise program actions.

Grant-in-aid at the rate of 40% federal and 10% local share can be made available to airport operators to implement specific FAA-approved noise compatibility program measures. Units of local government in the area surrounding an airport whose jurisdiction is wholly or partially within the Ldn (CNEL for California) 65 noise contour and who actively participated in the program development are also defined in the Act as eligible for grant-in-aid for noise compatibility program implementation.

FRESNO AIR TERMINAL
 Fresno, California

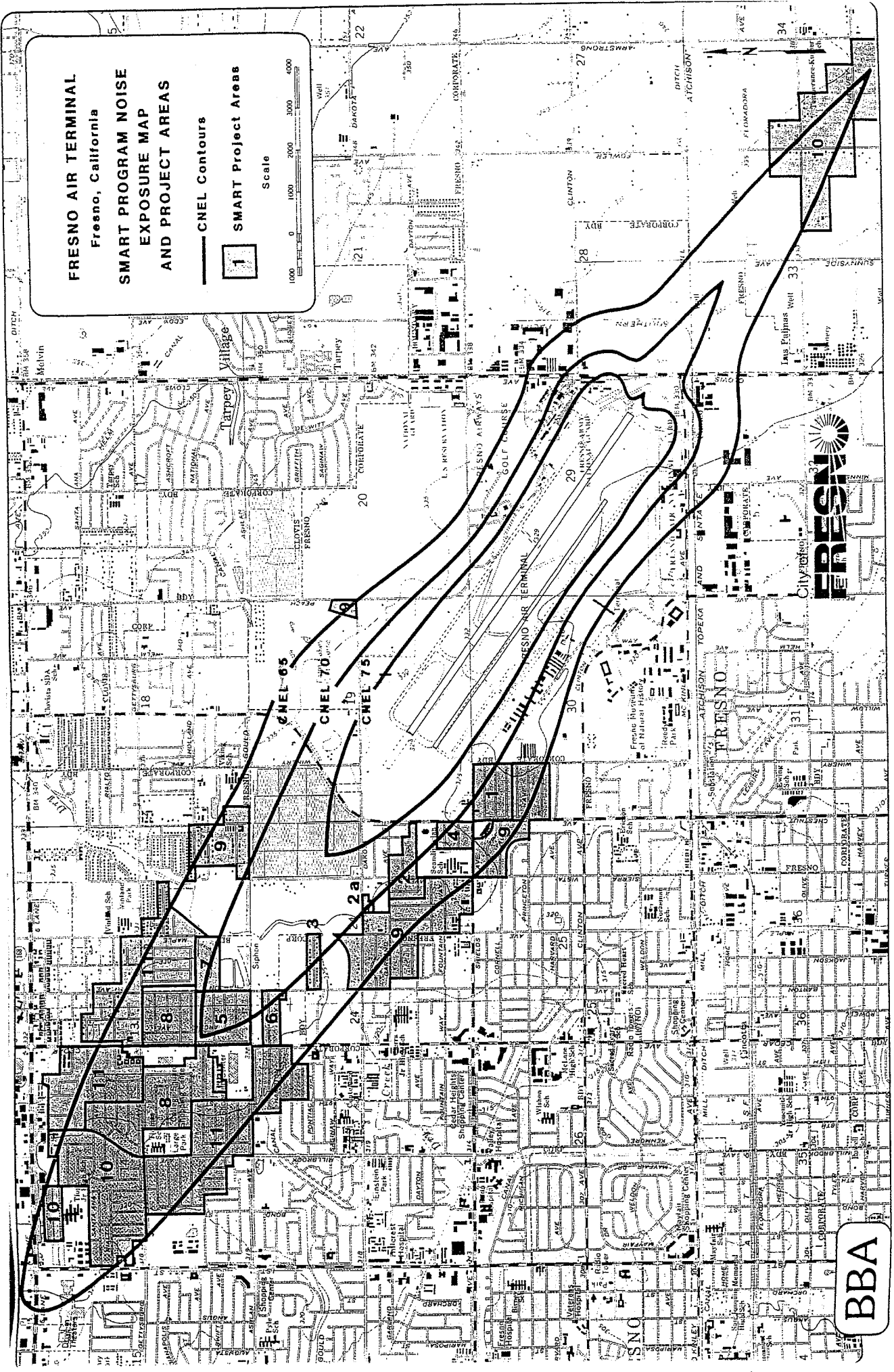
**SMART PROGRAM NOISE
 EXPOSURE MAP
 AND PROJECT AREAS**

— CNEL Contours

1 SMART Project Areas

Scale

0 1000 2000 3000 4000



BBA

SUGGESTED LAND USE COMPATIBILITY STANDARDS IN AIRCRAFT NOISE EXPOSURE AREAS

Land use	Below CHSEL 60	CHSEL 60 to 65	CHSEL 65 to 70	CHSEL 70 to 75	CHSEL 75 to 80	CHSEL 80 to 85	Over CHSEL 85
Residential:							
Residential, other than mobile homes and transient lodgings	Compatible	Compatible ^a	HLR required ^b	HLR required ^b	Incompatible	Incompatible	Incompatible
Mobile homes	Compatible	Compatible ^a	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible
Transient lodgings	Compatible	Compatible ^a	HLR required ^b	HLR required ^b	Incompatible	Incompatible	Incompatible
Public uses:							
Schools, hospitals, and nursing homes	Compatible	Compatible ^a	HLR required ^b	Incompatible	Incompatible	Incompatible	Incompatible
Churches, auditoriums, and concert halls	Compatible	Compatible	HLR required ^b	HLR required ^b	Incompatible	Incompatible	Incompatible
Governmental services	Compatible	Compatible	Compatible	HLR required ^b	Incompatible	Incompatible	Incompatible
Transportation	Compatible	Compatible	Compatible	Compatible ^c	Compatible ^c	Compatible ^c	Compatible ^c
Parking	Compatible	Compatible	Compatible	Compatible ^c	Compatible ^c	Compatible ^c	Incompatible
Commercial uses:							
Offices, business, and professional	Compatible	Compatible	HLR required	HLR required	HLR required	Incompatible	Incompatible
Wholesale and retail--building materials, hardware, and farm equipment	Compatible	Compatible	Compatible	Compatible ^c	Compatible ^c	Compatible ^c	Incompatible
Retail trade--general	Compatible	Compatible	HLR required	HLR required	HLR required	Compatible ^c	Incompatible
Utilities	Compatible	Compatible	Compatible	Compatible ^c	Compatible ^c	Compatible ^c	Incompatible
Communication	Compatible	Compatible	HLR required	HLR required	HLR required	Incompatible	Incompatible
Manufacturing and production:							
Manufacturing, general	Compatible	Compatible	Compatible	Compatible ^c	Compatible ^c	Compatible ^c	Incompatible
Photographic and optical	Compatible	Compatible	Compatible	HLR required	HLR required	Incompatible	Incompatible
Agriculture (except livestock) and forestry	Compatible	Compatible	Compatible	HLR required	HLR required	Compatible ^c	Compatible
Livestock farming and breeding	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible	Incompatible
Mining and fishing resources production and extraction	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible
Recreational:							
Outdoor sports arenas and spectator sports	Compatible	Compatible	Compatible	Compatible ^c	Compatible ^c	Compatible ^c	Incompatible
Outdoor music shells, amphitheaters	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible
Nature exhibits and zoos	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
Amusements, parks, resorts, and camps	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible
Golf courses, riding stables, and water recreation	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible

CHSEL - Yearly day-night sound level in decibels.

Compatible - Generally, no special noise attenuating materials are required to achieve an interior noise level of CHSEL 45 in habitable spaces, or the activity (whether indoors or outdoors) would not be subject to a significant adverse effect by the outdoor noise level.

HLR - Noise Level Reduction. HLR is used to denote the total amount of noise transmission loss in decibels required to reduce an exterior noise level in habitable interior spaces to CHSEL 45. In most places, typical building construction automatically provides an HLR of 20 decibels. Therefore, if a structure is located in an area exposed to aircraft noise of CHSEL 65, the interior level of noise would be about CHSEL 45.

If the structure is located in an area exposed to aircraft noise of CHSEL 70, the interior level of noise would be about CHSEL 50, so an additional HLR of 5 decibels would be required if not afforded by the normal construction. This HLR can be achieved through the use of noise attenuating materials in the construction of the structure.

Incompatible - Generally, the land use, whether in a structure or an outdoor activity, is considered to be incompatible with the outdoor noise exposure, even if special attenuating materials were to be used in the construction of the building.

a. In climates where existing structures have thin, single-wall construction with minimal insulation, the CHSEL 60 to 65 area may not be compatible without additional noise level reduction incorporated into the design and construction. However, it should be noted that in many urban areas, the ambient noise level may be above CHSEL 65, so structures in the CHSEL 60 to 65 area must be evaluated on a case-by-case basis.

b. The land use is generally incompatible and should only be permitted in areas of infill in existing neighborhoods or where the community determines that the use must be allowed.

c. HLR required in offices or other areas with noise-sensitive activities.

Source: Peat, Marwick, Mitchell & Co., as derived from the U.S. Department of Transportation, Federal Aviation Administration, Federal Aviation Regulations (FAR) Part 150, "Airport Noise Compatibility Planning," Code of Federal Regulations, Title 14, Chapter 1, Subchapter I, Part 150, Table 1, January 18, 1985.

Table 5

AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA
Fresno Air Terminal

Land use category	Land use acceptability ^a		
	CNEL 60-65	CNEL 65-70	CNEL 70-75
<u>Residential^b</u>			
Single-family and multifamily residential	0	--	--
Mobile homes	-	--	--
Transient lodging	0	-	--
<u>Public/Institutional</u>			
Schools, libraries, hospitals, nursing homes, day nurseries ^b	0	-	--
Churches, auditoriums, concert halls ^b	0	-	--
Transportation, parking, cemeteries	++	+	0
<u>Commercial and Industrial</u>			
Offices, retail trade	+	0	-
Service commercial, wholesale trade, warehousing, light industrial	+	0	0
General manufacturing, utilities, extractive industry	++	+	+
<u>Agricultural and Recreational</u>			
Cropland	++	++	+
Livestock breeding	0	0	-
Parks, playgrounds, zoos	+	0	-
Golf courses, riding stables, water recreation	+	0	0
Outdoor spectator sports	+	0	-
Amphitheaters	-	--	--

a. Key to land use acceptability matrix:

++ Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
0 Conditionally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses that include conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise should generally be avoided.
-- Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

b. Acoustical analysis required. An acoustical analysis is required for these categories of land uses pursuant to noise policy A.4.

Source: City of Fresno, "Fresno Air Terminal Environs Area Specific Plan," adopted January 20, 1987, Table 1.

8.0 - Light and glare: The complete development of the Fresno Air Terminal in compliance with this plan, will result in substantial increases in both light and glare in the immediate environs of the airport. This is an unavoidable consequence of operating a major airport in a metropolitan area. In recognition of this problem, as well as in response to the airport's potential for substantial noise generation, the development of sensitive receptors has been prohibited near the airport. Moreover, as part of the Part 150 Program, other sensitive receptors have been relocated. In fact, a survey of the airport environs indicates that few such receptors remain in the area. No further mitigation is necessary.

9.1 - Incompatibility with adopted plans and policies: The proposed project is the consolidation of the FAT Environs Specific Plan, the FAT Airport Master Plan, and the FAT Federal Aviation Regulations Part 150 Airport Noise Compatibility Program into a single document. This document, the Fresno Air Terminal Airport and Environs Plan is a mitigation measure, in and of itself, in that consolidation will facilitate coordination and public review of airport-related land use decisions and development programs. However, the updating of the Airport Master Plan and its consolidation into this document will permit substantial new development to occur, including the improvement of runways, taxiways, and a variety of terminal facilities. While this new growth has been planned for, it must be noted that it will contribute to increased traffic levels around the airport and act as a catalyst for other changes as airport-related activities seek to located proximate to the facility. The improvements will also increase the number of jobs in the immediate area as well as the demand for public services.

The increase in employment is a normal, planned aspect of any airport's growth. However, it may fuel additional growth, as noted, on adjacent properties, particularly in the areas of service-related light industrial uses. Accordingly, the city has designated large areas both to the north and south of the airport for office and light industrial uses. The city has also designated much of the airport's remaining inventory of vacant lands for airport-related activities with the emphasis being given to both general aviation and institutional-type uses, e.g. governmental, commercial airlines, and National Guard activities.

As noted earlier, this growth also has the potential to contribute to an overall increase in traffic - both automotive and aircraft. The plan provides for a modified circulation system, increased parking and improved access to address the potential for automotive traffic congestion. It also provides for modifications in the types of aircraft as well as the methods of operation to further reduce both noise and safety concerns. No further mitigation is necessary.

10.0 - Transportation and Circulation: As noted, implementation of this plan will affect the local circulation system adjoining the airport. It is anticipated that traffic levels around the airport in the year 2010 will be as follows:

<u>Street/Avenue</u>	<u>Vehicle Trips Per Day</u>
Clovis between Shields and McKinley	41,400
McKinley between Clovis and Chestnut	12,000
Chestnut between Dakota and McKinley	18,000
Dakota between Chestnut and Peach	6,000
Shields Bypass between Peach and Clovis	6,300

Only the Shields Bypass has yet to be constructed; however, upon its completion, all streets within the vicinity of the airport will be functioning within their design capacity.

10.5 - Insufficient or poorly located parking: Parking lots adjacent to the terminal area of the airport continue to experience problems with access and availability. The new plan would include significant improvements such as more parking near the terminal access loop road, the parking lot exit relocation - from the baggage claim, curbside, to the roadway loop, and expansion of the terminal curbside area to accommodate more off-loading. Other improvements near the airport would see the construction of an additional access lane from East Clinton Avenue and East McKinley Avenue in order to facilitate improved airport access from the north and south.

10.6 - Substantial increase in rail and/or air traffic: Annual service volumes at the airport are projected to nearly double by the year 2010. In 1990, there were 210,546 aircraft operations. This will increase to 379,000 - 400,000 operations by the year 2010. If uncontrolled, this would represent a significant increase not only in volumes but in potential noise impacts and safety risks. However, given the replacement of noisy military planes with quieter aircraft, the modification in take-off and landing procedures, the completion of on-site improvements, and changes in the type of civilian aircraft operating out of the airport (the phase out of older, noisier aircraft), this will not occur; rather, noise contours will more likely continue to decrease as a direct result of these measures. Moreover, safety risks will decline as non-compatible uses are removed from the more sensitive APZ 1 and 2 (airport protection zones). Also, the plan purposes addition improvements in the form of an enhanced lighting system and a new Category II Instrument Landing System, that will further enhance safety.

11.1 - Availability of fire Protection: Due to the contamination and closure of several wells located on or near the airport proper, water pressure may not always be adequate to meet fire flow requirements during a major fire in this portion of the community. The city is moving to address this problem through the proposed installation of wellhead treatment facilities at well station Numbers 70 and 145 and through the development of new

wells, where possible, and inner-ties in the water delivery system where it is not. It is believed that these measures, some of which are already nearing completion, are adequate to insure future fire flows to City Standards in this portion of the community.

11.7 - Availability of storm water drainage facilities (on or off site): The Fresno Metropolitan Flood Control (FMFCD) has advised that the existing storm drainage system for the Fresno Air Terminal may not meet design standards used by the FMFCD. In particular, the ponding basin located at the northwest corner of McKinley and Peach Avenues does not meet standard storage requirements. Also, pumping and collection facilities along McKinley Avenue are inadequate. This results in frequent flooding of McKinley Avenue and excessive discharge of water to Mill Ditch.

In response to this situation, the city has undertaken the following actions:

Improvements to the ponding basin at Peach and McKinley Avenues:

Between 1978 and 1980, this basin was improved twice to provide additional capacity for the airport's storm water runoff. This was done by expanding it's length approximately 75 feet to the north, and by increasing it's average depth by additional 5 feet. In the mid-1980s, about 18" to 24" of this basin's bottom was removed due to petroleum contamination, and disposed of off-site, further expanding the capacity of this ponding basin.

Improvements to the ponding basin at Clovis and McKinley Avenues: To increase the size of basin "BU" (located east of Clovis Avenue and north of the McKinley Avenue extension).

Storm water retention capacity: Although no further increase to the size of the above-mentioned ponding basin has occurred after 1980, a number of projects have been undertaken to ensure that such increase remains unnecessary, at least for the foreseeable future.

Federal grant projects have allowed the creation of temporary retention basins where the grounds used to be higher than adjacent pavement grade in in-field areas, between runways and taxiways, and most recently between Chestnut Avenue and the airport's perimeter road.

As a result, whereas the basin's transfer pumps used to be activated frequently during high-precipitation periods for the discharge of accumulated, excessive water into Mill Ditch. These pumps have been seldom in operation after the in-field retention basins were created.

Future plan: The Fresno Air Terminal Airport and Environs Plan (FAT-AEP) does include elements in its future improvements staging plan to improve the drainage system at the airport: Basin "T" will enhance the drainage capacity at the airport while the new gold course will result in less urban runoff.

EPA's National Pollutant Discharge Elimination System (NPDES) Permit: Preparation of an application for an NPDES permit for the City of Fresno's facilities, including the "project area" (FAT), has been a joint effort between the City of Fresno and FMFCD.

The above program should adequately address the issues of drainage at the airport.

12.5 - Potential hazards from toxic waste sites: The Fresno Air Terminal was initially developed during World War II by the United States Army as an Army air base. Known as Hammer Field, the base served as a training facility and home to numerous servicemen. As such, the potential for contamination of local soils was high. In response, the Army Corps of Engineers and the City of Fresno have conducted a detailed survey of the area and have begun remediation, where possible, of identified areas of contamination.

The history of soil and eventually groundwater contamination in the area is not necessarily limited to airport historical operations. The local aquifer is contaminated with traces of dibromochloropropane (DBCP), tetrachloroethylene (PCE), and trichloroelbene (TCE). Located onsite are numerous abandoned underground fuel tanks, areas where military products were stored. Also of concern is the presence of two on-site sewage treatment facilities, old drainage ponds, and areas where aircraft and vehicles were serviced.

Each area of concern is being investigated and remediated as rapidly as possible. To date, more than 47 underground tanks have been investigated and, where possible, removed. The tanks all found to be clean, generally contained petroleum products. Also removed was an estimated 1,300 feet of pipeline serving the tanks.

Remaining tanks on-site, contain diesel fuel, jet fuel, or various types of gas.

In response to the concerns represented by the presence of soil and groundwater contamination, the City and Army Corp. of Engineers have initiated an aggressive program of remediations and monitoring. In addition, the city is moving ahead with plans to construct wellhead treatment facilities to help limit the extend of plume expansion (areas of groundwater contamination).

It must be noted that continued investigations of a wide variety of sites in and around the airport will be required. However, the general nature and extent of known contamination has been generally identified. Moreover, adoption of this plan will in no way exacerbate the situation.

For additional, more in-depth information or copies of specific preliminary assessments and hazardous waste reports, please contact John Mitchell, Deputy City Manager, City Manager's Office, at 498-1563.

12.4 - Potential hazards from aircraft accidents : Along with the operation of major airports come the risk of aircraft-related accidents. This concern is best addressed through land use restrictions in airport approach corridors. The Fresno Air Terminal, in recognition of this potential concern, has incorporated a series of Airport Protection Zones (APZs) into its land use plan. The APZs, four in number, at the end of each runway, act to restrict both the type and intensity of activities that may occur in each zone with APZ I being the most restrictive and APZ IV being the least. Restrictions correspond to the probability of an accident in each zone, based on data generated by the Federal Aviation Administration. In addition, airport improvements in the form of an enhanced lighting system and a new Category II Instrument Landing System will further enhance airport operations safety. No further mitigation, other than that called out in the plan is needed.

13.0 - Aesthetics: New construction at the airport must comply with city ordinances requiring additional landscaping, street setbacks, and shading requirements. Screening of maintenance areas, landscaping of the proposed Shields Avenue Bypass, and parking lot landscaping will significantly improve the appearance of the airport's peripheral areas.

14.1 - Removal of historic building, disruption of archaeological site: New construction will result in the removal of several of the remaining old Hammer Field Structures. These structures, dating from World War II, 1940s, for the most part substandard in nature and blighting in appearance, will be lost as an unavoidable consequence of airport modernization.

Findings: Based upon staff analysis and the comments of responding departments and agencies, it was determined that the project could generate some limited adverse impacts in the areas of air quality, ground water, land use, transportation and circulation, urban services, flooding, potential release of hazardous substances, aesthetics, aircraft safety, and noise.

Each concern has been reviewed and determined not to be significant in nature. In fact, each concern has been incorporated into the plan which is a mitigation measure in, and of, itself; therefore, a Negative Declaration is appropriate.

CITY OF FRESNO MITIGATED NEGATIVE DECLARATION

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CITY CLERK, FRESNO CA

FILED

JUL 11 1997

FRESNO COUNTY CLERK

Filed with:

DEPUTY

REBECCA E. KLISCH City Clerk
2nd Floor - City Hall
2600 Fresno Street
Fresno, California 93721-3603

Initial Study is on file in the Development Department
City Hall, 2600 Fresno Street, Fresno, California 93721
(209) 498-4441

Environmental
Assessment Number:
A-97-004/R-97-030/C-97-
72/S-97-126/EZA-10

APPLICANT: City of Fresno
Airports Department

Assessor's
Parcel Number:
Book 494, Pages 02,03,06
& 07

PROJECT DESCRIPTION AND LOCATION: The City of Fresno, Airports Department, proposes Plan Amendment No. A-97-004, Rezoning Application No. R-97-030, Conditional Use Permit No. 97-072, Site Plan Application No. S-97-126, and Enterprise Zone Boundary Amendment No. EZA-10 to amend the Fresno Air Terminal Airport and Environs Plan, rezone the northerly portion of the airport property to the M-1 (Light Manufacturing Zone District), authorize expansion of the air terminal facilities, provide a conceptual development plan for light-industrial/office development, and amend the Fresno Enterprise Zone Boundary to include up to an additional 165 acres.

The proposed project has been evaluated with respect to each item on the attached environmental checklist. This completed checklist reflects comments of any applicable responsible agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Environmental Assessment Application, the checklist, and any attachments to the checklist, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the California Environmental Quality Act.

Any rating of "2" on the checklist indicates that a specific adverse environmental effect has been identified in a category which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project or may be related to the design and characteristics of the individual project. Effects rated in this manner are not sufficient in themselves to require the preparation of an Environmental Impact Report and/or have been mitigated to the extent feasible.

All new development activity and many non-physical projects contribute directly or indirectly toward a cumulative impact on the physical environment. The incremental effect contributed by this project toward such a cumulative effect is not considered substantial in itself.

The proposed project is not expected to result in any significant adverse effects in terms of the factors considered on the environmental checklist, including any such factors for which minor effects have been identified. Cumulative effects of a significant nature are also not expected. The proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. The finding is therefore made that the proposed project will clearly not have a significant adverse effect on the environment.

This Negative Declaration will be deemed final and effective if no appeal is filed in the manner specified by Section 12-513 of the Fresno Municipal Code.

INITIAL STUDY PREPARED BY: Darrell Unruh
Planner

SUBMITTED BY:

RAYBURN R. BEACH JR., Senior Planner
DEVELOPMENT DEPARTMENT

DATE: May 14, 1997

RENVIRONMENTAL CHECKLIST

EA/A97-004CKL

Potential Environmental Effects

EA NO. A-97-004

	1.0	<u>TOPOGRAPHIC, SOIL, GEOLOGIC CONSIDERATIONS</u>	<u>2</u>	11.7	Availability of storm water drainage facilities (on or off-site)
<u>1</u>	1.1	Geologic hazards, unstable soil conditions	<u>1</u>	11.8	Availability of adequate park and recreation areas
<u>1</u>	1.2	Adverse change in topography or ground surface relief	<u>1</u>	11.9	Unusually high solid waste generation
<u>1</u>	1.3	Destruction of unique geologic or physical features		12.0	<u>HAZARDS</u>
<u>1</u>	1.4	Increased water erosion		12.1	Risk of explosion or release of hazardous substances
	2.0	<u>AIR QUALITY</u>	<u>1</u>	12.2	Site subject to flooding
<u>2</u>	2.1	Substantial indirect source of pollution (large vehicle generator)	<u>1</u>	12.3	Adverse change in course of flow of flood waters
<u>1</u>	2.2	Direct on-site pollution generation	<u>1</u>	12.4	Potential hazards from aircraft accidents
<u>1</u>	2.3	Generation of objectionable odors	<u>1</u>	12.5	Potential hazards from landfill and/or toxic waste sites
<u>1</u>	2.4	Generation of dust except during construction	<u>2</u>		
<u>1</u>	2.5	Adverse local climatic changes		13.0	<u>AESTHETICS</u>
	3.0	<u>WATER</u>		13.1	Obstruction to public or scenic vista or view
<u>2</u>	3.1	Insufficient ground water available for long-term project use	<u>1</u>	13.2	Creation of aesthetically offensive conditions
<u>1</u>	3.2	Use of large quantities of ground water	<u>1</u>	13.3	Removal of street trees or other valuable vegetation
<u>1</u>	3.3	Wasteful use of ground water	<u>1</u>	13.4	Architectural incompatibility with surrounding area
<u>2</u>	3.4	Pollution of surface or ground water supplies		14.0	<u>HISTORICAL/ARCHAEOLOGICAL</u>
<u>1</u>	3.5	Reduction in ground water recharge	<u>1</u>	14.1	Removal of historic building, disruption of archaeological site
	4.0	<u>PLANT LIFE</u>		14.2	Construction or activity incompatible with adjacent historic site
<u>1</u>	4.1	Reduction of the numbers of any unique, rare, or endangered species	<u>1</u>	15.0	<u>ENERGY</u>
<u>1</u>	4.2	Reduction in acreage of agricultural crop	<u>1</u>	15.1	Use of substantial amounts of fuel or energy
<u>1</u>	4.3	Premature or unnecessary conversion of prime agricultural land	<u>1</u>	15.2	Substantial increase in demand upon existing sources of energy
	5.0	<u>ANIMAL LIFE</u>	<u>1</u>	15.3	Wasteful use of energy
<u>1</u>	5.1	Reduction in the numbers of any rare, unique, or endangered species			
<u>1</u>	5.2	Deterioration or displacement of valuable wildlife habitat			
<u>1</u>	6.0	<u>HUMAN HEALTH</u>			
	7.0	<u>NOISE</u>			
<u>1</u>	7.1	Increases in existing noise levels			
<u>2</u>	7.2	Exposure to high noise levels			
	8.0	<u>LIGHT AND GLARE</u>			
<u>1*</u>	8.1	Production of glare, which will adversely affect residential areas			
<u>1</u>	8.2	Exposure of residences to high levels of glare			
	9.0	<u>LAND USE</u>			
<u>1</u>	9.1	Incompatibility with adopted plans and policies			
<u>1</u>	9.2	Acceleration of growth rate			
<u>1</u>	9.3	Induces unplanned growth			
<u>1*</u>	9.4	Adverse change in existing or planned area characteristics			
	10.0	<u>TRANSPORTATION AND CIRCULATION</u>			
<u>1*</u>	10.1	Generation of vehicle traffic sufficient to cause capacity deficiencies on existing street system			
<u>1*</u>	10.2	Cumulative increase in traffic on a major street for which capacity deficiencies are projected			
<u>1</u>	10.3	Specific traffic hazard to motorists, bicyclists, or pedestrians			
<u>1</u>	10.4	Routing of non-residential traffic through residential area			
<u>1</u>	10.5	Insufficient or poorly located parking			
<u>1*</u>	10.6	Substantial increase in rail and/or air traffic			
	11.0	<u>URBAN SERVICES</u>			
<u>1*</u>	11.1	Availability of fire protection			
<u>1</u>	11.2	Lack of emergency vehicle access			
<u>1</u>	11.3	Adequacy of design for crime prevention			
<u>1*</u>	11.4	Overcrowding of school facilities			
<u>1*</u>	11.5	Availability of water mains of adequate size			
<u>1*</u>	11.6	Availability of sewer lines of adequate capacity			

Explanation of Ratings

"0"

Insufficient Information

Insufficient information is available to determine the potential environmental effects which may result from the proposed project in this category.

"1"

No Significant Environmental Effect

The proposed project will not have an adverse environmental effect in this category, or any such effect is not substantially unusual or of undesirable magnitude. This rating is also utilized in cases where the category is not applicable to the particular project under consideration.

"2"

Moderate Environmental Effect

The proposed project will have an adverse environmental effect in this category, which is of sufficient magnitude to be of specific concern. However, this effect is not substantial enough in itself to require the preparation of an Environmental Impact Report.

"3"

Significant Adverse Environmental Effect

The environmental effect identified in this category substantiates in itself or contributed toward a finding that the proposed project has a potentially significant adverse effect on the environment sufficient to require the preparation of an Environmental Impact Report.

INITIAL STUDY
AND MITIGATION MONITORING PROGRAM
Plan Amendment No. A-97-004
Rezoning Application No. R-97-030
Conditional Use Permit No. C-97-072
Site Plan Review Application No. S-97-126
Enterprise Zone Boundary Amendment No. EZA-10

INTRODUCTION.

The proposed project consists of Plan Amendment No. A-97-004, Rezoning Application No. R-97-030, Conditional Use Permit No. 97-072, Site Plan Application No. S-97-126, and Enterprise Zone Boundary Amendment No. EZA-10. These applications have been submitted by the City of Fresno Airports Department to provide for the amendment of the Fresno Air Terminal Airport and Environs Plan, the rezoning of a northerly portion of the airport property to the M-1 (Light Manufacturing Zone District), and a conditional use permit authorizing the expansion of the air terminal facilities. In addition, a site plan review application for a light-industrial development, and an amendment of the Fresno Enterprise Zone Boundary have been submitted.

The airport is an approximately 2,300-acre facility owned and operated by the City of Fresno located within the area generally bound by North Clovis Avenue, East McKinley Avenue, North Chestnut Avenue and East Dakota Avenue alignment. Development and use of property within this area is directed by the policies, standards, and guidelines of the Fresno Air Terminal Airport Plan. Land use types, intensity of development, and noise/safety airport compatibility standards applicable to properties outside of the Airport Plan area are provided by the Environs Plan.

Adoption of the Fresno Air Terminal Airport and Environs Plan in its present format in September, 1992, consolidated the adopted Fresno Air Terminal Environs Specific Plan and the adopted Fresno Air Terminal Master Plan into a single document, together with information regarding the Federal Aviation Regulations Part 150 Airport Noise Compatibility Program. The presently proposed plan amendment, rezoning, conditional use permit, site plan, and enterprise boundary change relate almost exclusively to the area within the Airport Plan rather than the Environs Plan.

PROJECT DESCRIPTION

The airport facility is located within the boundaries of the McLane Community Plan and is surrounded by the Fresno Air Terminal (Fresno Yosemite International) Environs Plan boundaries. These plans provide both general and specific land use and development policies and guidelines for the east-central portion of the Fresno Metropolitan Area. However, the plan of record with respect land use and development policies applicable to the Fresno Air Terminal's (Fresno Yosemite International) airport property are specified within the written text and accompanying exhibits of the Airport Master Plan. This plan's narrative text, tables, and exhibits or other illustrations describe the facilities and functions to be developed as a part of the airport facilities and operations, as well as nonaviation commercial, industrial and recreational uses.

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Plan Amendment Application No. A-97-004 This amendment primarily revises and updates the Airport Master Plan text, and related figures and exhibits contained in Sections "C" and "E". In addition, this amendment revises the title of the plan and all references of the plan's text and illustrations to reflect the airport's name change to Fresno Yosemite International Airport. Other components of this plan, including the Environs Plan contained in Section "B", are not modified other than to revise airport references to Fresno Yosemite International, and to provide other updated references such as current air carriers or recently completed support studies and documents.

The amendment of the Airport Master Plan text provides revised descriptions of improvements and operations presented in subsections "4. Terminal Area Master Plan," "5. Other Airport Requirements," and "6. Airline/Air Cargo Development" contained within pages C-7 through C-12 of the document. These revisions and amendments generally reflect modifications of the planned airport passenger terminal complex, the associated vehicular circulation and parking facilities, and the aircraft parking apron. Airfield improvements remain essentially the same as those previously identified by the Master Plan. The graphic depictions of the airport property and improvements provided by the Airport Layout Plan (Figure E-4), Airport Land Use Plan (Figure E-5), Selected Terminal Alternative (Exhibit E-2), Recommended Terminal Plan (Exhibit E-3), Selected Landside Development Alternative (Exhibit E-4), Selected Airside Development Alternative (Exhibit E-5) are also amended to appropriately reflect modifications.

Supporting data and analyses is also revised or added in Section E of the plan as contained in the Operating Revenues and Expenses-Projections (Table E-4), Capital Improvement Program (Table E-5), Terminal Area Master Plan Update Section B - Inventory (Exhibit E-6) and Terminal Area Master Plan Update Section C - Forecast and Demand Capacity Analysis (Exhibit E-7).

In addition to the passenger terminal and airfield improvements, this amendment revises the planned land uses specified by the Airport Layout Plan and the Airport Land Use Plan for the approximately 95-acre existing Airways Golf Course, which will now be designated for continued golf course use. Consequently, the approximately 155-acre area north of East Airways Boulevard will no longer be planned for future golf course use but will be designated for commercial and industrial facilities. To accommodate these land use changes it will also be necessary to increase the size of the stormwater ponding basin, also located along the north side of East Airways Boulevard, from a nine-acre area to a 15 to 20-acre basin area.

Rezoning Application No. R-97-030 proposes to change the zone district designation of the approximately 258-acre area located north of the East Shields Avenue alignment and east of the North Peach Avenue alignment from the R-A (Residential-Agricultural) Zone District to the M-1 (Light-Manufacturing) Zone District. An approximately 43-acre triangularly shaped portion is located southwest of the diagonal segment of East Airways Boulevard. The remaining approximately 215-acre portion is located north of East Airways Boulevard and south of the East

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Dakota Avenue alignment, and includes the area that had previously been intended for the relocation of the golf course.

Conditional Use Permit No. C-97-072 is an amendment of the airport's current special permits relating to an approximately 60-acre area that includes the air passenger terminal, immediately surrounding vehicular parking and circulation, and aircraft apron areas. The proposed improvements would expand the passenger terminal by approximately 113,500 square feet and would include the following:

- 1) Reconstruction of the north end of the concourse to provide a two story addition with second story holdrooms, concessions, and restrooms, and four passenger boarding aircraft positions.
- 2) Ground level federal inspection service facilities together with baggage claim and operations offices to accommodate international flights.
- 3) Expansion of the existing baggage claim area to the west of the concourse.
- 4) Expansion of the ticketing area, new concession area and/or media center in portion of existing ticketing area, and expanded baggage make-up area to the east of the concourse. In addition, a second story airport administration office facility is proposed to be added to this expanded area.

Immediate airside improvements proposed include the following:

- (1) Paving of an unimproved portion of the airfield immediately north of the terminal apron to accommodate relocation of taxiway "A".
- (2) Reconstruction of four the existing eleven aircraft parking positions which are not now constructed with portland cement concrete pavement.
- (3) Construction of additional drainage improvements to serve this paved area.

Near term landside improvements include the following:

- (1) Expansion of the terminal parking facilities to provide approximately 1760 daily parking stalls, 490 hourly parking stalls, and 250 employee parking stalls.
- (2) Construction of two additional traffic lanes accessing the terminal at East Clinton Way and East McKinley Avenue.

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- (3) Increased passenger curbside loading and unloading areas in front of the terminal and extending to the south along the new terminal access drive.

Site Plan Review No. S-97-126, proposes a site development concept plan for an approximately 100-acre portion of the airport facility property located north of East Airways Boulevard and west of North Clovis Avenue to accommodate approximately 1,100,000 square feet of light industrial, warehouse, and office uses together with vehicular circulation and parking for approximately 1200 vehicles. This concept would accommodate a major single user with access to the newly constructed East Airways Boulevard (Shields/Peach connector) including use of the half-mile intersection point at Leyte Avenue.

Enterprise Zone Boundary Amendment No. 10 proposed to amend the boundaries of the City of Fresno's Enterprise Zone to add up to 167 acres of airport property within the area generally to the north of the airfield, south of the East Dakota Avenue alignment, east of the North Peach Avenue alignment, and west of North Clovis Avenue. The purpose of this amendment would be to provide available economic incentives to potential users of the commercial/industrial planned areas to north of the airfield.

EXISTING CONDITIONS AND ENVIRONMENTAL BACKGROUND INFORMATION

Development configurations and intensities within the Fresno Yosemite International Airport have been examined through numerous technical studies, adopted policy documents, and supporting environmental investigations and analyses over the past 30 years. These include the 1984 Fresno General Plans (Final EIR 10085), the 1979 McLane Community Plan (Final EIR No. 10065), the 1973 Fresno Air Terminal Master Plan (Final EIR No. 10053), 1978 and 1987 Fresno Air Terminal Environs Area Specific Plan (Final EIR No. 10068 and Environmental Assessment No.-1987), FAR Part 150 Airport Noise Compatibility Program, 1988 Fresno Air Terminal Redevelopment Plan (Final EIR No.10099), and the 1992 Fresno Air Terminal Airport and Environs Plan (Environmental Assessment No. 91-048).

Recently completed technical evaluations of airport facilities and environmental conditions include the 1997 Terminal Area Master Plan Update, 1995 Airport Master Landscaping Plan, 1995 Airport Master Drainage Plan, and Decision Document for 96 Potential Waste Sites, Old Hammer Field, Fresno, California, 1996. These technical evaluations, plans and programs, and accompanying environmental analyses provide substantial and exhaustive information regarding existing conditions, planned improvements, potential adverse environmental effects, and appropriate mitigation measures that are available to satisfactorily reduce these impacts. These documents are cited and incorporated herein by reference.

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Bordering Property Information

<u>Planned Land use</u>	<u>Existing Zoning</u>	<u>Existing Use</u>
North: Residential	R-1 (County)	Single Fam. Res.
Industrial	(Clovis)	Industrial
Open Space/	O	Golf Course
Med. High Dens. Res.	R-2	Multi. Fam. Res.
Office	C-P	Vacant
South: Light Industrial	M-1-P/M-1	Light Industrial
	M-3	
East: Light Industrial	M-1	Light Ind./vac.
Open Space	O	Ponding Basin
West: Light Industrial	C-6/M-1-P	Light Ind./Office
Med. Low Dens. Res.	R-1	Single Fam. Res.
Open Space	O	Water Recharge

Staff has reviewed the above-referenced project proposal, related environmental studies and documentation, and consulted with affected agencies. It has been concluded that environmental conditions and potentially adverse effects of the continued development and operation of the air terminal facilities are substantially the same as those addressed by Environmental Assessment No. 91-048. Changing conditions and environmental considerations relate primarily to increased technical information that has been developed concerning potential sites of soil and ground water contamination, storm water drainage control and water quality protection, and ongoing ground water contamination remediation efforts. Approval of the project may continue to contribute to the previously identified moderate environmental effects associated with these industrial, commercial, and transportation activities. However, continued development of the airport property and implementation of ongoing resource management and environmental remediation programs will result in a positive impact upon the environment.

The following analysis is based upon all of the above referenced environmental documents but is primarily comprised of Environmental Assessment No. 91-048 with appropriate amendments related to current conditions and information.

2.0 AIR QUALITY

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2.1 Substantial indirect source of pollution (large vehicle generator), 2.2 Direct on-site pollution generation

The entire San Joaquin Valley is in a "nonattainment" status for ozone and PM10, and the Fresno-Clovis Metropolitan Area is also in a "nonattainment" status for carbon monoxide. With this in mind, this project will result in an increase of 2700 vehicle trips over the existing planned use for the site. Therefore, the project may contribute to the overall decline in air quality due to increased traffic congestion, operation of landscape maintenance equipment, and operation of gas-fired appliances and equipment for industrial production, indoor temperature control, and water heating.

Although this project alone should not generate significant air emissions, the increase in emissions from this project, and others like it, will cumulatively reduce the air quality in the San Joaquin Valley. Thus, the project could make it more difficult to meet mandated emission reductions and air quality standards. However, the air terminal facility's location near other intensive land uses and proximity to major street transportation routes promotes utilization of transportation measures that could reduce vehicle trips as compared to other alternative locations.

As noted, this area is in nonattainment for CO and PM10. It is therefore necessary for all projects to analyze, quantify and mitigate short term construction impacts on air quality. There are a number of mitigation measures that can be incorporated into the project development to reduce air emissions generated by both construction and occupation. These measures are attached to this document as Exhibit "A" and are included in this Initial Study as conditions of approval.

The City of Fresno, in addition to the measures proposed by the SJV, is in an ongoing effort to develop additional measures to improve local air quality including the full implementation of Measure "C" transportation improvements, implementation of air quality sensitive community planning, computerization of all of the City's traffic signals, and improvements to the City's transit system.

Mitigation/Implementation/Verification

Measures to reduce air quality impacts as described in Exhibit "A" shall be implemented to the extent feasible. Construction-related measures shall be implemented by the applicant during construction phase. All other measures given in Exhibit "A" shall be implemented by the applicant during project design phase. These measures shall be verified by the Development Department, Development Services and Building and Safety Divisions.

3.0--WATER

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The Water Division of the Public Utilities Department states that adverse impacts on the community's water system can be mitigated. The City of Fresno has experienced problems supplying potable water in the vicinity of Fresno Yosemite International which meets the state's maximum contamination level (MCL) at a quantity which will maintain water pressure and fire flow to satisfy minimum state and City standards. Groundwater in the vicinity is contaminated with volatile organics, DBCP, nitrates, iron, and manganese above the MCL. A combination of various wellhead treatment technologies and groundwater imported from northwest of the airfield can, however, ensure adequate supplies.

Fresno is one of the largest cities in the United States still relying entirely on groundwater for its public water supply. While the aquifer exceeds a depth of 300 feet and is large enough to provide adequate quantities of safe drinking water to the Metropolitan Area well into the twenty-first century, groundwater degradation, moderate overdraft, increasingly stringent water quality regulations, as well as inordinately high rates of consumptive use have resulted in a decline in the total usable potable water supply.

A total of 50 water wells have been closed in recent years due to excessive levels of contaminants. Included among these closed wells are several pump stations within the vicinity of the air terminal including pump stations No. 70, 59, FAT 1, FAT 3, FAT 4, PS22-1 and PS22-2. Pump station No. 70, located at the southeast corner of McKinley and Peach Avenues, was closed due to excessive levels of trichloroethene (TCE), carbon tetrachloride (CCl₄), tetrachloroethene (PCE), and 1,2,3-trichloropropane (1,2,3-TCP). Northeast of pump station No. 70, pump station FAT 1 was closed due to excessive levels of PCE, while pump stations FAT 3 and FAT 4 were closed due to excessive levels of TCE. Pump station No. 59 located south of McKinley Avenue and just east of Chestnut was closed due to excessive levels of PCE, but was also marked by the presence of 1,2,3-TCA and TCE in levels below MCL's.

The City of Fresno is managing existing groundwater resources including routine testing of groundwater to identify contaminants, constructing wellhead treatment facilities to remove contaminants from the groundwater and constructing groundwater recharge facilities to replenish the groundwater.

The proposed wellhead treatment facility for pump station No. 70 is one such management strategy aimed at removing identified contaminants from the groundwater and restoring groundwater quality. Construction of the treatment facility at this site would renew operation of pump station No. 70, thereby providing 2000+ gpm of water for use in the general vicinity of the site.

Air stripping technologies that will be employed at this well site can successfully remove volatile organic compounds and serve a pretreatment of groundwater which will then be treated using granular activated carbon (GAC) filters. GAC facilities will be utilized for the removal of less

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volatile organic compounds such as DBCP. When implemented together, the proposed treatment will have a positive impact on the overall quantity and quality of waste available for use in the project area.

Other facilities are being planned in and around the airport to replace water production lost through closed wells and to satisfy growth demands. The operation of these proposed wellhead treatment facilities will reduce groundwater contamination in the project area through the direct removal of contaminants.

Renewed pumping of groundwater in the project area could affect the migration of other known contaminants toward the project site as well as to surrounding areas. However, all contaminated groundwater drawn from any particular well site would be subjected to the same treatment processes and would be purified.

Overall, employment of GAC filtration and air stripping technologies as planned by the Water Division will have a positive impact on overall water quality by allowing for the removal of contaminants that would otherwise be left unremediated and dispersed to other areas. Pumping and treating of groundwater at pump station No. 70 will help protect the aquifer from further degradation by minimizing contaminant migration to other uncontaminated wells in the area.

Mitigation/Implementation/Verification

Extension or enhancement of transmission grid main water distribution system and remedial improvements to the water well pump station supply network will continue in accordance with adopted policies, standards, and water system improvement programs under the direction of the City of Fresno's Public Utilities Department, Water Division.

3.4 Pollution of surface or groundwater supplies The lack of adequate surface drainage systems to serve the airport and environs may have contributed to incremental contaminations of shallow aquifers in and around the airport. Fuel, fire retardants, and other potentially hazardous wastes washed off of runways and parking surfaces could be introduced into the stormwater drainage system, other surface waters or the groundwater unless adequate precautions are taken. Accordingly the Airports Department has initiated the preparation of the Stormwater Pollution Prevention Plan (1993) and master stormwater drainage system to serve the airport facilities not served by the Fresno Metropolitan Flood Control District's master planned facilities.

The Fresno Metropolitan Flood Control District has noted that an existing agreement between the District and the City of Fresno provides for the City of Fresno to provide drainage service to the major portion of the airport facilities in a manner that meets or exceeds the District's standards relative to control, collection and disposal of storm, flood and drainage waters. The District has requested that the status of the current service level being provided by the existing drainage

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system be documented, including identification of any present deficiencies and providing for future expansion, extension or modification of the system to meet the current needs and any proposed master plan expansion of the air terminal.

The District notes that there appears to be a potential capacity problem both at the Air Terminal's on-site basins and in its pipeline system, particularly as to the collection point on McKinley Avenue near the Air Guard facility. In addition, because the air terminal system pumps into the adjoining Mill Ditch, it is subject to the National Pollutant Discharge Elimination Standards (NPDES) permit requirements which include a toxic spill management plan.

Development of additional commercial/industrial uses to the north of East Airways Boulevard, as provided by this project, will generate increased stormwater runoff within the District's Drainage Area "T". The capacity of District Basin "T", also located north of the boulevard, must increased possibly expanding its area from approximately nine acres to between 15 to 20 acres. Existing drainage collection and discharge improvements will also have to be modified or supplemented to accommodate increased stormwater flows. These improvements will be based upon the re-engineering of Drainage Area "T" facilities.

In response to NPDES requirements the airport (Fresno Yosemite International) has chosen to file a master permit on behalf of all airport tenants. A Notice of Intent (NOI) that it will begin implementing the pollution prevention practices covered by the permit was filed with the State by the airport on May 27, 1992. A Stormwater Pollution Prevention Plan (SWPP) was subsequently prepared in November, 1993. This plan identifies pollution sources which affect the industrial stormwater discharge and describes procedures implemented to reduce these pollutants.

Mitigation/Implementation/Verification

The design and construction of on-site airfield and District Master Plan drainage improvements will be completed as conditions of project approval and development in accordance with applicable policies and standards.

7.0--NOISE

Aircraft operations accommodated by the Fresno Air Terminal facility is a major source of community noise exposure warranty extraordinary efforts to predict noise levels and establish measures to avoid or reduce exposure to excessive noise volumes. Accordingly, the City of Fresno has adopted the Airport Environs Plan and the Federal Aviation Regulation Part 150 Airport Noise Compatibility Program (Part 150 Program). The Part 150 Program prepared in 1988 is incorporated as an informational component of the Fresno Yosemite International Airport and Environs Plan.

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The Part 150 Program reduces exposure to airport related noise through a combination of on-airport/operational measures and off-airport measures designed to minimize incompatible land uses within the projected noise contours of 65 Community Noise Equivalent Level (CNEL) and higher.

The major program components presented in Section D of the proposed amended Fresno Yosemite International Airport and Environs Plan remain consistent with those previously identified. In 1990, the Federal Aviation Administration (FAA) approved a grant of \$1,000,000 for implementation of the SMART Program. To date the Airports Department reports receiving \$5,000,000 for residential acoustical treatment, and \$2,000,000 for school noise treatment. Additional grants are anticipated to continue implementation of the SMART Program.

Mitigation/Implementation/Verification

These conditions shall be implemented by the applicant upon application for special permits, tract or parcel maps, and shall be verified by the Development Department, Development Services Division and the Environmental and Safety Section.

8.0--LIGHT AND GLARE

As previously acknowledged by EA 91-048, the continuing development of the airport facilities to accommodate increased operations will result in increases in both light and glare in the immediate environs of the airport. This is an unavoidable consequence of operating a major airport in a metropolitan area. In recognition of this problem, as well as in response to the airport's potential for substantial noise generation, the development of sensitive receptors has been prohibited near the airport by Airport Environs Plan policies and guidelines. In addition, the most proximate existing sensitive receptors have been, or may be in the future, removed through the implementation of the Part 150 Program.

9.0--LAND USE

The proposed amendment revises and updates the planned improvements to the airport facilities to accommodate projected growth in air passenger travel, corporate aviation and air cargo activities. Modifications of air terminal improvements are intended to respond the projected inception of international flights, updated projections of aircraft capacities and peak period passenger/baggage handling requirements, and increased air cargo operations. These improvements are generally consistent with the volumes of air travel and airfield operations previously projected for the air terminal facilities, and the associated vehicular traffic circulation and parking capacity requirements.

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The proposed amendment of the Airport Land Use Plan and Airport Layout Plan reflecting retention of the traditional Airways Golf Course location and designating the commercial/industrial development for the area north of Airways Boulevard is consistent with the historically identified light industrial land use patterns of the Fresno General Plan and McLane Community Plan.

Development of commercial and light industrial uses within this area will be generally compatible with surrounding uses and improvements. Residential uses adjoin only the east-half of the area's northerly boundary while industrial and airport uses adjoin the remaining boundaries. Given the attributes of accessibility, substantial size, and conducive site configuration it is reasonable to expect that adequate landscape and design measures can be incorporated into commercial and industrial development plans.

10. TRANSPORTATION

The Fresno Yosemite International Airport will be well served by metropolitan and regional street and highway transportation routes. Construction of Freeways 180 and 168 segments through the financing of the Measure "C" Local Transportation Fund will provide vehicular access to Shields, McKinley and Chestnut Avenues within the next several years. Subsequent extension of Freeway 180 to the east of Clovis Avenue will add Peach and Clovis Avenues as additional airport access routes from the freeway system.

Increased patronage of the airport, together with continued development of airport properties and surrounding industrial areas, will generate an increasing demand for traffic capacity upon the major streets serving the airport. The most significant streets serving this area including Clovis, McKinley and Chestnut Avenues are divided arterial streets which are anticipated to provide adequate vehicular capacity over the next 20 years.

Mitigation Measure/Implementation/Verification

In order to alleviate the impact of this project upon the major street system and to provide for a smooth flow of traffic to and from the project, substantial street dedications have been made by the airport property including the East Airways Boulevard diagonal connection between North Clovis and North Peach Avenues. The construction of the boulevard diagonal connection substantially improves circulation and capacity within the airport area. The boulevard has been designed to provide a major point of signalized vehicle access to the adjoining commercial/industrial areas at the half-mile point which will maximize the traffic flow and street capacity. Vehicular access to the expanding air terminal facility, planned airport related uses, and commercial/industrial areas has been or will be provided as development occurs to maintain major street vehicle capacity.

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These and other street plans are the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area. These streets will provide adequate access to and recognize the traffic generating characteristics of individual properties and, at the same time, afford the community an adequate and efficient circulation system.

Design and implementation of a transportation management plan (TMP) will be encouraged for employee intensive uses within the airport plan area.

Public street and on-site circulation improvements shall be implemented by the applicant at the site plan review and/or conditional use permit phases in compliance with applicable policies, and standards as approved by the Development Department or other responsible Department of the City of Fresno.

11. URBAN SERVICES

11.1 Availability of fire protection.

Due to the contamination and closure of several wells located on or near the airport proper the provision of adequate water supply/pressure has been effected. The city has been moving to address this problem through the proposed installation of wellhead treatment facilities, development of new wells, and inter-ties within the water delivery system. It is expected that these measures will be adequate to insure adequate fire flows for future development.

Mitigation/Implementation/Verification

Placement of fire hydrants, installation of fire suppression building sprinkler systems, and provision of adequate water supply for fire suppression purposes will be required as conditions of development in accordance with adopted City of Fresno standards and policies.

11.4--Overcrowding of school facilities

The subject site is within the enrollment area of the Fresno Unified School District. Because of the rapid growth occurring within the district boundaries, the school district has determined that it is necessary to implement measures to address school capacity limitations through several measures including the collection of school facility charges on new development.

Mitigation/Implementation/Verification

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The district has adopted developer fees in accordance with current state law, which will require the developer of this project to pay a fee for school facilities per the adopted schedule of fees. Verification of payment or waiver of payment is required prior to issuance of a building permit by the Development Department. In addition, the District has requested that the owner/subdivider provide the above information to all prospective purchasers of property within the proposed project.

11.6--Availability of sewer lines of adequate capacity

The City of Fresno's Wastewater Treatment Plant, with an estimated hydraulic treatment capacity of 68 million gallons of effluent per day (MGD) average dry weather flow, is currently treating between 60 and 70 mgd on a yearly basis with some daily total flows of 76 mgd. The treatment plant is approaching its overall design capacity. This project, as proposed, will cumulatively contribute to the short-term reduction of capacity at the plant. In order to address this situation and to reduce the chance of eventual curtailments in the City's development process, the City has initiated proceedings to expand the plant's capacity by an additional 12 MGD.

The City has adopted an Environmental Impact Report on the proposed expansion and established an area-wide major public facilities fee. The City will continue to work with monitoring agencies to insure the timeliness of planned improvements. However, it must be noted that capacity for new development will be reserved only on a first-come, first-served basis and not all approved development is guaranteed sewer capacity pending the successful completion of the plant's expansion. It is estimated that there is sufficient capacity remaining to accommodate development until the anticipated completion of the phased expansion.

Mitigation Measure/Implementation/Verification

Continued development of the Fresno Yosemite International Airport Facilities and associated commercial/industrial property will require sanitary sewer collection and treatment capacity. Facilities and services will be provided in accordance with adopted policies and standards of the City of Fresno.

11.7 Availability of storm water drainage facilities

As previously described in Section 3, continuing improvements to the airport's on-site stormwater drainage system and the FMFCD Master Planned drainage facilities will be necessary to accommodate additional development. These improvements include the alteration and expansion

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of the District Basin "T" located to the north of the East Airways Boulevard to accommodate the increased stormwater runoff generated by commercial/industrial development.

Mitigation Measure/Implementation/Verification

Prior to additional development of the airport facility property within Drainage Zone "T", the basin configuration and drainage infra-structure improvement modifications shall be determined and designed. Drainage improvements will be constructed as development occurs in accordance with FMFCD policies, standards, and requirements. Construction of required improvements will be a condition of issuance of development entitlements by the City of Fresno.

12.0--HAZARDS

Fresno Yosemite International Airport was initially developed during World War II by the United States Army as an Army air base, which was known as Hammer Field. As such, the potential for contamination of local soils was high. In response, the Army Corps of Engineers and the City of Fresno have conducted a detailed survey of the area and have been implementing remediation measures as necessary to address identified areas of contamination. The Decision Document for 96 Potential Waste Sites Old Hammer Field, Fresno, California, was prepared for the Army Corps of Engineers and approved by the State of California in April, 19996.

This report recommended 71 Potential Waste Sites (PWS) for no further action and 24 PWSs for further action. For those sites warranting further action, data gaps (as they pertain to the support for a No Further Action recommendation) are identified and preliminary further action scope recommendations are provided.

Mitigation Measure/Implementation/Verification

To date numerous underground tanks and potential waste sites have been investigated and remediated. This effort is ongoing and will continue under the cooperative efforts of the City of Fresno Airports Department and the Army Corps of Engineers.

14.0--HISTORICAL/ARCHAEOLOGICAL

New construction has resulted in the removal of old Hammer Field structures. These structures, which date to back to World War II (1940's) and are substandard in condition and blighting in appearance, will be removed as an unavoidable consequence of airport modernization.

There are no known archaeological sites.

Mitigation Measure/Implementation/Verification

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To ensure that any possible sites will be protected, the following conditions have been added to this special permit approval:

1. If archaeological and/or animal fossil material is encountered during project surveying, grading, excavating, or construction, work shall stop immediately.
2. If there are suspected human remains, the Fresno County Coroner shall be immediately contacted. If the remains or other archaeological material is possibly Native American in origin, the Native American Heritage Commission shall be immediately contacted, and the California Archaeological Inventory/Southern San Joaquin Valley Information Center shall be contacted to obtain a referral list of recognized archaeologists. An archaeological assessment shall be conducted for the project, the site shall be formally recorded, and recommendations made to the City as to any further site investigation or site avoidance/preservation
3. If animal fossils are uncovered, the Museum of Paleontology, U.C. Berkeley shall be contacted to obtain a referral list of recognized paleontologists. An assessment shall be conducted by a paleontologist and, if the paleontologist determines the material to be significant, it shall be preserved.

Determination

On the basis of this initial evaluation, it is determined that the proposed project is consistent with all applicable City plans and policies and conforms to all applicable zoning standards and requirements. It is further determined that the proposed project will not have a significant effect on the environment. This is because the mitigation measures required as conditions of project approval, which have been added to the project as defined, are conditions upon which a mitigated negative declaration can be recommended. A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.

Prepared by Darrell Unruh, Planner
Date: May 14, 1997

A:\FYI70512.DEA

EXHIBIT "A"
Air Quality Dust Mitigation Measures

Construction Related Emissions

Pre-Construction - Emissions generated during the preconstruction process are of a concern to the District. The following dust control practices should be implemented:

All material excavated or graded should be sufficiently watered to prevent excessive amounts of dust. watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day.

All clearing, grading, earth moving, or excavation activities should cease during periods of high winds greater than 20 mph average over one hour.

All material transported off-site should be either sufficiently watered or securely covered to prevent excessive amounts of dust.

The area disturbed by clearing, earth moving, or excavation activities should be minimized at all times.

Where acceptable to the fire department, weed control should be accomplished by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering.

During Construction - After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive dust emissions should be controlled by the following methods:

All inactive portions of the construction site should be seeded and watered until grass growth is evident.

All active portions should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust - At all times, fugitive dust emissions should be controlled using the following procedures:

On-site vehicle speed should be limited to 15 mph.

All areas with vehicle traffic should be watered periodically or have petroleum-based

INITIAL STUDY

EA NO. A-97-004/R-97-030/

C-97-072/S-97-126/EZA-10

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palliatives(1) applied for stabilization of dust emissions.

During rough grading and construction, streets adjacent to the project site should be swept at least once per day, or as required by the governing body, to remove silt which may have accumulated from construction activities.

During rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors - At all times, ozone precursor emissions should be controlled by the following methods:

All internal combustion engine driven equipment should be properly maintained and well tuned according to manufacturer's specifications.

Use of petroleum-based palliatives shall meet the road oil requirements of the District's Rule 4641 - Cutback Asphalt Paving Materials.

Industrial, Retail and Service,
Office and Institutional Project Emissions

The following list of mitigation measures should be evaluated and used where applicable and feasible. This list should not be considered all-inclusive, the District encourages innovation.

Pedestrian Access - Provide direct pedestrian access to the main entrance of the project from existing or potential public transit stops and the sidewalk. Such access should consist of paved walkways, ramps, or stairways and should be physically separated from parking areas and vehicle access routes.

Preferential parking for Ridesharers - Provide priority parking for employees who rideshare.

Bicycle Enhancements - Provide bicycle racks with space for at least ten bicycles, and enclosed and locked bicycle storage.

Showers and Lockers - Employee shower and locker areas should be constructed for bicycle and pedestrian commuters, providing one full size locker per ten employees.

Tree Planting - Tree planing provides several air quality benefits such as reducing air

INITIAL STUDY

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pollution, anchoring soil and providing wind breaks, and conserving energy by providing shade.

Eating Areas - Provide on-site cafeteria services, lounge, and eating areas.

On-site Banking and Postal Services Provide on-site Automatic Tellers Machines (ATMS) and postal services.

On-site Child Care - Provide on-site child care facilities.

On-site Bus Turnouts (Where Transit Exists) - Where transit services exist, construct on-site bus turnouts and loading areas with shelters acceptable to the local transit provider at a location acceptable to the provider.

Transit Easements - Where transit does not exist but the project is within the transit district's sphere of influence, provide a site at a location and size that is acceptable to the transit provider. This area will provide future easement for bus turnouts and shelters.

Paving Dirt Roads - Pave dirt roads in developments which will generate over 100 vehicle daily trips.

Space and Water Heating - High efficiency appliances should be used for space and water heating. Any gas-fired appliances should be low NO* emitting units.

NOTICE OF DETERMINATION

1997/000076

TO: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

FROM: CITY OF FRESNO
Development Department
2600 Fresno Street, Room 3043
Fresno, California 93721-3604

☒ County Clerk
County of Fresno
1100 Van Ness Avenue
Fresno, California 93721

FILED

JUL 11 1997

FRESNO COUNTY CLERK
By  DEPUTY

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the Public Resources Code.

Project Title Plan Amendment Application No. A-97-004 and Rezoning Application No. R-96-030 (also referred to as R-97-030)

State Clearinghouse Number
(If submitted to Clearinghouse)

City of Fresno, Development Department, (209) 498-1361
Lead Agency Area Code/Telephone/Extension
Contact Person: Ray Beach

Project Location Project site located within general area bound by North Clovis Avenue, East McKinley Avenue, North Chestnut Avenue, and East Dakota Avenue alignments, City of Fresno, County of Fresno.

Project Description: The approved project amends the Fresno Air Terminal Airport and Environs Plan (now titled Fresno Yosemite International Airport and Environs Plan) to modify airport master planned facilities and related aviation and non-aviation uses within the airport property, and to rezone approximately 258-acres from the R-A (Residential Agricultural) zone district to the M-1 (Light Manufacturing) zone district.

This is to advise that the City of Fresno, the Lead Agency, has approved the above-described project on May 3, 1994 and has made the following determinations regarding the above-described project:

1. The project (☐ will ☒ will not) have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were ☐ were not) made a condition of the approval of the project.
4. A statement of Overriding Considerations (☐ was ☒ was not) adopted for this project.
5. Findings (☒ were ☐ were not) made pursuant to the provisions of CEQA.

This is to certify that the above-described Mitigated Negative Declaration with comments and responses and record of project approval is available to the General Public at the City of Fresno, Development Department, 2600 Fresno Street, Room 3043, Fresno, California 93721-3604.

Nick P. Yovino, Manager
Planning Division
City of Fresno

Date July 11, 1997

Date received for filing at OPR:

DRU:PLN:A\A97004.NOD ☐

E/997/0000076

CALIFORNIA DEPARTMENT OF FISH AND GAME
CERTIFICATE OF FEE EXEMPTION

DEMINIMIS IMPACT FINDING

LEAD AGENCY:

City of Fresno

PROJECT TITLE AND LOCATION:

Plan Amendment No. A-97-004/Rezoning Application No. R-96-030 (also referred to as R-97-030).

Project site located within general area bound by North Clovis Avenue, East McKinley Avenue, North Chestnut Avenue, and East Dakota Avenue alignments, City of Fresno, County of Fresno.

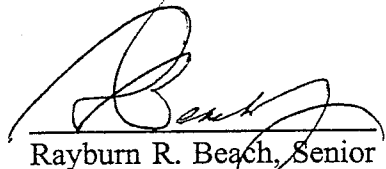
PROJECT DESCRIPTION:

The approved project amends the Fresno Air Terminal Airport and Environs Plan (now titled Fresno Yosemite International Airport and Environs Plan) to modify airport master planned facilities and related aviation and non-aviation uses within the airport property, and to rezone approximately 258-acres from the R-A (Residential Agricultural) zone district to the M-1 (Light Manufacturing) zone district.

FINDING OF EXEMPTION:

A Mitigated Negative Declaration has been prepared by the lead agency for the proposed project. There is no evidence in the record that the proposed project may have an adverse effect on wildlife resources.

"I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code."


Rayburn R. Beach, Senior Planner
Project Evaluation Section

Date: July 11, 1997

Section 711.4, Fish and Game Code

DRU:PLN:AA97004.DEM

BILL NO. B-78

INTRODUCED BY COUNCILMEMBER Smith

ORDINANCE NO. 92-77

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA,
AMENDING THE FRESNO AIR TERMINAL ENVIRONS AREA
SPECIFIC PLAN AND ADDING TO THAT PLAN THE FRESNO
AIR TERMINAL MASTER PLAN AND INFORMATION ON THE
FEDERAL AVIATION REGULATIONS PART 150 AIRPORT
NOISE COMPATIBILITY PROGRAM; RETITLING THIS
CONSOLIDATED PLAN DOCUMENT THE "FRESNO AIR TERMINAL
AIRPORT AND ENVIRONS PLAN"

WHEREAS, The Fresno Air Terminal Airport Community Roundtable
and City of Fresno Staff have collaborated on a consolidated
specific plan which updates and coordinates the Fresno Air
Terminal Environs Specific Plan, the Fresno Air Terminal Master
Plan, and information on the Federal Aviation Regulations Part 150
Airport Noise Compatibility Program, and have titled this
consolidated document the "Fresno Air Terminal Airport and
Environs Plan"; and

WHEREAS, the consolidation of these documents into a single
specific plan will lead to increased coordination and consistency
between the two previously separate plan documents and the Part
150 Program, all of which relate to areas in and around the Fresno
Air Terminal; and

WHEREAS, the Draft Fresno Air Terminal Airport and Environs
Plan has been prepared pursuant to the City of Fresno's Local
Planning and Procedures Ordinance, with the Fresno Air Terminal
Airport Community Roundtable serving as the Citizens Advisory
Committee, all in conformance with applicable provisions of State
Planning Law, the Local Planning and Procedures Ordinance, and
guidelines promulgated thereto; and

PASSED 9/29/92
EFFECTIVE 10/30/92

92-77

WHEREAS, the Council of the City of Fresno initiated the Draft Fresno Air Terminal Airport and Environs Plan in the Council's regular meeting on June 9, 1992; and

WHEREAS, an initial study was conducted and Environmental Assessment No. 91-048 was completed for the Draft Fresno Air Terminal Airport and Environs Plan, and resulted in a Negative Declaration which was posted and published on August 10, 1992; and

WHEREAS, a mitigation monitoring checklist has been prepared for Environmental Assessment No. 91-048; and

WHEREAS, a noticed public information meeting was held on the Fresno Air Terminal Airport and Environs Plan on August 13, 1992; and

WHEREAS, The Fresno County Airport Land Use Commission found the Draft Fresno Air Terminal Airport and Environs Plan consistent with the Airport Land Use Commission's Fresno Air Terminal Land Use Policy Plan at the Commission's hearing on August 24, 1992; and

WHEREAS, The City of Fresno Planning Commission, in adopting Resolution No. 10377, recommended approval of the Negative Declaration for Environmental Assessment No. 91-048 and recommended approval of the Fresno Air Terminal Airport and Environs Plan at their noticed hearing on September 2, 1992; and

WHEREAS, the Council of the City of Fresno has held a noticed public hearing for the purpose of receiving testimony on the Fresno Air Terminal Airport and Environs Plan and Environmental Assessment No. 91-048;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN
AS FOLLOWS:

SECTION 1. Based upon testimony and information presented at the City Council hearing and upon review and consideration of the environmental documentation provided, the Council of the City of Fresno finds that, with implementation of the mitigation measures defined within the initial study for Environmental Assessment No. 91-048, there is no substantial evidence in the record that adoption of the Fresno Air Terminal Airport and Environs Specific Plan may have a significant effect on the environment, and the Negative Declaration prepared for this project is hereby approved. Mitigation measures are incorporated into the project, to be implemented and monitored as specified in the monitoring checklist for Environmental Assessment No. 91-048. The initial study for Environmental Assessment No. 91-048 and monitoring checklist are incorporated into this Ordinance.

SECTION 2. The Council of the City of Fresno finds that, based on testimony and information presented in the record for this project, adoption of the Fresno Air Terminal Airport and Environs Plan is in the best interest of the City of Fresno. The Council of the City of Fresno hereby amends the Fresno Air Terminal Environs Area Specific Plan and the Fresno Air Terminal Master Plan by adopting the Fresno Air Terminal Airport and Environs Plan as set forth and depicted in Exhibit A, incorporated herein by reference, in order to improve coordination between these two heretofore separate plan documents.

SECTION 3. This Ordinance shall become effective and in full force at 12:01 a.m. on the thirty-first day after its passage.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO)
CITY OF FRESNO)

I, Jacqueline L. Ryle, City Clerk of the City of Fresno, certify that the foregoing Ordinance was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 29th day of September, 1992.

JACQUELINE L. RYLE
City Clerk

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE

BY: *Paul L. Hale*

DEPUTY

BY *Elvia Sommer*

Deputy

Exhibit A

SB:vs
1368+/SB3

ORDINANCE OF THE COUNCIL OF THE CITY OF FRESNO
PROPOSED AND INITIATED BY _____
MOVED BY Steitz SECONDED BY Ronquillo

BILL NO. B-33

ORDINANCE NO. 97-30

AN ORDINANCE AMENDING THE FRESNO AIR TERMINAL AIRPORT AND ENVIRONS PLAN TO CHANGE THE TITLE TO AIRPORT AND ENVIRONS PLAN FRESNO YOSEMITE INTERNATIONAL AIRPORT, AND TO REVISE AND UPDATE THE AIRPORT MASTER PLAN, INCLUDING THE IDENTIFICATION OF AN APPROXIMATELY 155-ACRE AREA NORTH OF EAST AIRWAYS BOULEVARD FOR COMMERCIAL AND INDUSTRIAL USES AND AN APPROXIMATELY 95-ACRE AREA SOUTH OF EAST AIRWAYS BOULEVARD FOR GOLF COURSE USES

WHEREAS, on September 29, 1992, by Ordinance No. 92-77, the Council of the City of Fresno adopted the Fresno Air Terminal Airport and Environs Plan; and,

WHEREAS, Amendment Application No. A-97-004 proposes to amend the Fresno Air Terminal Airport and Environs Plan including revising the title of the plan to the Airport and Environs Plan Fresno Yosemite International Airport, revising and updating the airport master plan description of airport facilities and improvements, and amending the Airport Layout Plan and Airport Land Use Plan to describe commercial/industrial uses in place of future golf course for an approximately 155-acre area located north of East Airways Boulevard and to describe golf course use for an approximately 95-acre area located south of East Airways Boulevard; and,

WHEREAS, the Fresno County Airport Land Use Commission at its June 16, 1997, meeting found that the proposed Amendment No. A-97-004, subject to three conditions, was consistent with the Airport Land Use Commission's Fresno Air Terminal Land Use Policy Plan; and,

PASSED

6/24/97

EFFECTIVE

7/25/97

97-30

WHEREAS, the Council of the City of Fresno, on June 24, 1997, received the recommendation of City of Fresno staff and the City of Fresno Planning Commission to not accept and to override the condition of the Airport Land Use Commission identified as number 2.a. in the Fresno County Development Service Division memorandum to the Airport Land Use Commission dated June 16, 1997; and,

WHEREAS, the Council of the City of Fresno received the City of Fresno Development Department report dated June 20, 1997, and the recommendation of the City of Fresno Planning Commission to adopt a Negative Declaration for Environmental Assessment No. A-97-004, R-97-030, C-97-120, S-97-126, EZA-10, and approve Plan Amendment Application No. A-97-004; and,

WHEREAS, on June 24, 1997, the Council of the City of Fresno held a public hearing to consider Plan Amendment No. A-97-004 and determined, based upon the testimony and information presented and upon review and consideration of the environmental documentation provided, that the adoption of Plan Amendment Application No. A-97-004 is in the best interest of the City of Fresno..

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS
FOLLOWS:

SECTION 1. Based upon testimony and information presented and upon review and consideration of the environmental documentation provided, the Council of the City of Fresno finds that there is no substantial evidence in the record that Plan Amendment Application No. A-97-004 may have a significant effect on the environment, and hereby adopts the negative declaration prepared for the project, subject to compliance with the mitigation measures specified in the environmental assessment.

SECTION 2. The Council of the City of Fresno hereby determines to not accept and to override the recommendation of the Fresno County Airport Land Use Commission identified as condition number 2.a. setforth in the memorandum of the Fresno County Development Services Division to the Airport Land Use Commission dated June 16, 1997.

SECTION 3. The Council of the City of Fresno hereby adopts Plan Amendment Application No. A-97-004, amending the Fresno Air Terminal Airport and Environs Plan as presented in Exhibit A, attached hereto and incorporated herein by reference.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO)ss.
CITY OF FRESNO)

I, REBECCA E. KLISCH, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 24th day of JUNE, 1997, by the following vote:

Ayes: Bredefeld, Briggs, Mathys, Perea, Ronquillo, Steitz, Quintero
Noes: None
Absent: None
Dated this 24 day of JUNE, 1997.

REBECCA E. KLISCH
City Clerk

APPROVED AS TO FORM:

HILDA CANTÚ MONTÓY
City Attorney

By

Deputy

By

Rebecca E. Klisch
Deputy

Application No. A-97-004

Filed by City of Fresno
Parcels Nos. 494-070-80,83,84
494-060-45,
494-030-20,21

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